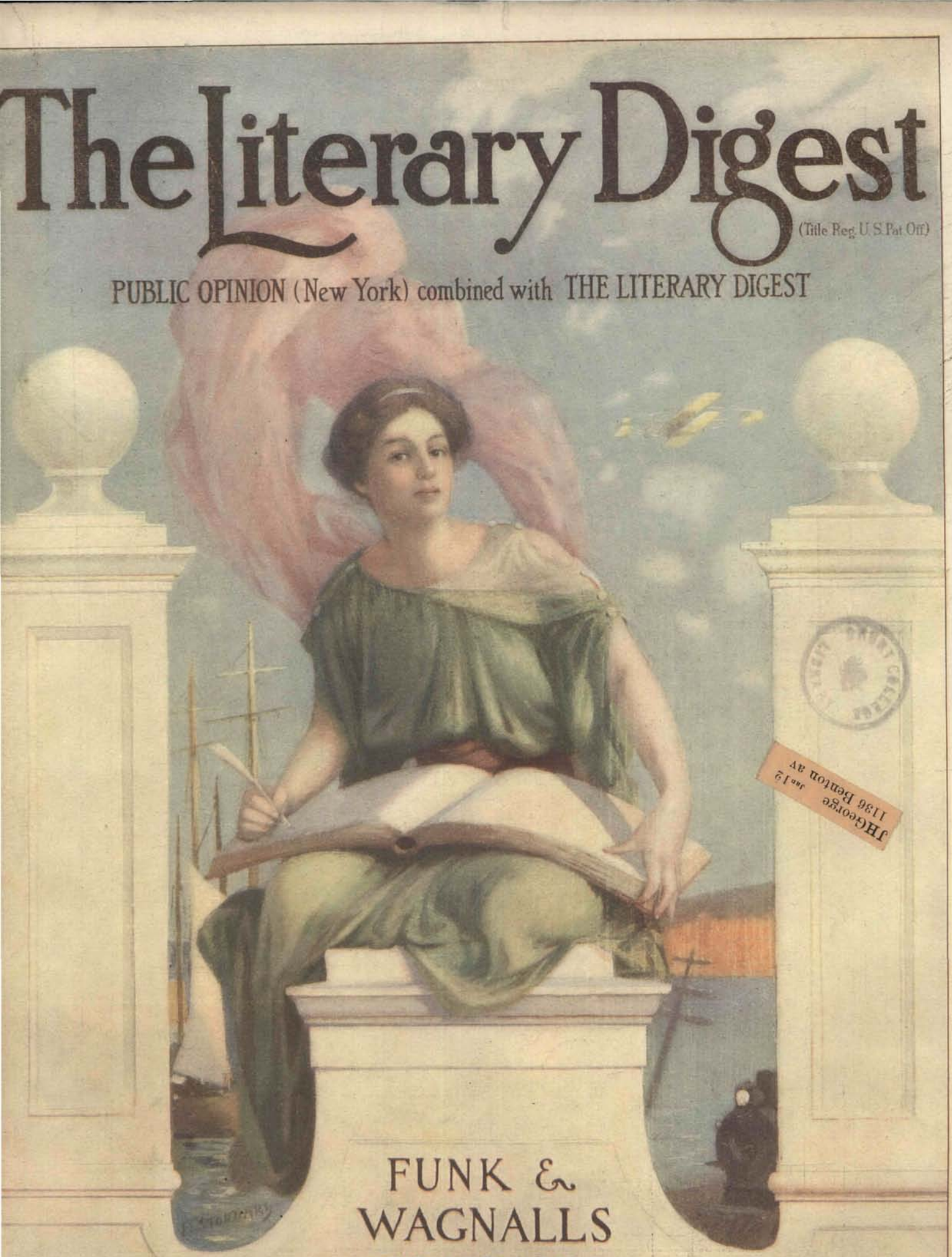
The Literary Digest

(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST



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New York London

Vol. 43, No. 7. Whole No. 1112 AUGUST 12, 1911 Price 10 Cents

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4 SPEED TRANSMISSION—DIRECT ON THIRD

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BACKED BY MILLIONS

THE Bergdoll models for 1912 have set a new standard of automobile value in this country—the Bergdoll "30" at $1500 and the Bergdoll "40" at $1900. The advent of the Bergdoll "40" at $1900 has created a furore in the automobile industry, as it combines all the new features that the highest priced cars are announcing, including **a really long stroke motor.** It will be the only car selling at anything like the price to possess such sterling features as a long stroke motor, four-speed transmission with **direct drive on third speed,** quick detachable demountable rims on 36 inch wheels; **a self starter,** to say nothing of the very complete equipment which includes **top and wind shield.** The long stroke motor gives the maximum power at low motor speed, particularly desirable for hill climbing and slow traffic work. The 1912 Bergdoll "30" at $1500 (fully equipped) shows refinements over the same model of last year and greater efficiency. If you are in the market for a car you do yourself an injustice if you fail to get in touch with the nearest Bergdoll dealer before making your purchase. During the past year the Bergdoll manufacturing facilities have been nearly doubled. With two large and completely equipped plants we now have the capacity for the manufacture of an unlimited output. The owner of a Bergdoll, ***"the car with the gilt radiator,"*** will enjoy the true pleasures of successful motoring and possess the satisfaction that his car is guaranteed by the Louis J. Bergdoll Motor Company—a guarantee "backed by millions."

SPECIFICATIONS

MOTOR:—
Full 30 H. P. and full 40 H. P. Both 4-cylinder, 4-cycle. 30 H. P. has 4 inch bore, 4½ inch stroke; 40 H. P. has 4 inch bore, 6 inch stroke. Silent in operation.

LUBRICATION:—
Sight feed on dash. Constant level splash system operated by plunger pump.

IGNITION:—
Bosch easy starting Magneto.

WHEELS:—
30 H.P. model has 34 inch wheels; 40 H.P. model 36 inch wheels; Artillery type; large hub flanges; heavy spokes; brake drums bolted to rear spokes; Quick Detachable Demountable rims.

CLUTCH:—
Multiple disc gradually engaging clutch. No jerking, no wear. Easily lubricated.

TRANSMISSION:—
Selective, three and four speeds forward (40 H. P. direct on third) and one reverse. Annular ball-bearing throughout. Chrome Vanadium and nickel steel gears.

WHEEL BASE:—
One hundred and fifteen inches for both chasses.

COOLING:—
Gilt cellular radiators. Motors have large water jackets.

AXLES:—
Front—I-beam section, single piece drop forging with large annular ball-bearings. Rear—Pressed steel housing, heat treated nickel steel shafts; large annular ball bearings. Full floating type.

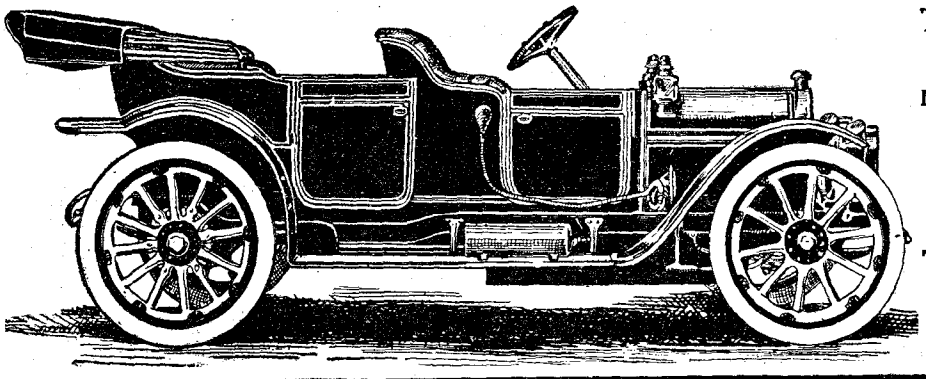
COLORS:—
Dark blue body and running-gear, Standard. Lamps, black enameled.

BODIES:—
On 40 H. P. chassis are built fore-door Touring, 5-passenger; Torpedo, 4-passenger; Coupé and Limousine. On the 30 H. P., fore-door Touring, Toy Tonneau, and "Louis J" Runabout with fore-doors. All inside drive.

EQUIPMENT:—
Mohair top with envelope; folding glass wind shield; five lamps; Prest-O-Lite tank; tire holders; horn and full tool equipment.

All Bergdoll cars are equipped with Demountable Rims and both sets of brakes on rear wheel drums

LOUIS J. BERGDOLL MOTOR COMPANY
Philadelphia, Pa., U. S. A.



The Bergdoll "40"
Fore-Door Touring
Fully Equipped
Including Top, Wind Shield and Self Starter
With 4"x 6" Long Stroke Motor
$1900

The Bergdoll "30"
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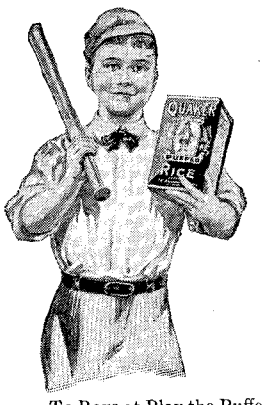
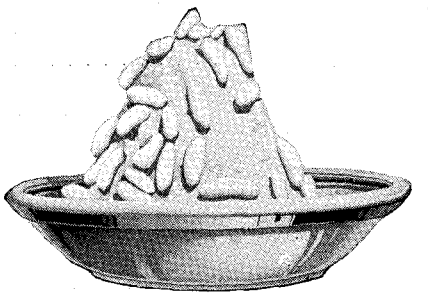
7 a. m. Puffed Wheat or Rice Mixed with Berries—a Delicious Blend.



10 a.m. To Boys at Play the Puffed Grains —Dry—Taste like Toasted Nuts.



12 m. The Finest Chefs Use Puffed Rice as a Nut-like Garnish for Ice Cream.

The Myriad Uses for Foods Shot from Guns

How a Hundred Million Dishes of Puffed Wheat and Puffed Rice Are Being Enjoyed This Summer

Prof. A. P. Anderson—the famous inventor of Puffed Wheat and Puffed Rice—started out to make foods for dyspeptics.

But healthy, red-cheeked children found them out. They found them crisp and enticing, with a flavor like toasted nuts. And they discovered a different way to serve them for every hour of the day.

Now we run our factories night and day to supply those children's needs.

This is the fortunate result: The most digestible cereals ever created have become the children's choice.

Whole-grain foods, made wholly digestible, are supplanting half-grain foods, made half-way digestible.

For Puffed Wheat and Puffed Rice are prepared in this way: Whole, plump grains of wheat or rice are put into bronze-steel guns. Then the guns are revolved for sixty minutes in a heat of 550 degrees.

Think of that—550 degrees. Do you know another cereal which gets half that heat?

The moisture in the grain turns to steam in that heat, and the pressure becomes tremendous. Suddenly the gun is unsealed, and the steam explodes. Every food granule is blasted to pieces. The grains are puffed to eight times normal size—made four times as porous as bread. Yet the coats are unbroken, the shapes are unaltered. We have the whole grains porous, toasted and crisp.

No other process breaks up half of the food granules. This breaks them all, so digestion can act.

These enticing grains, like other cereals, are served with cream and sugar. But they are just as good in a dozen other ways. Note the pictures.

Perhaps the favorite way in summer is to serve in bowls of milk. The grains are crisper than crackers and four times as porous as bread. And they are whole-grain foods which terrific heat has given the flavor of toasted nuts.

Digestion begins before the grains reach the stomach. That makes them good bedtime foods.

Go telephone your grocer that you want these foods. Do it for the children's sake. For there is nothing else like them in ready-cooked cereals—nothing so good for children, nothing they like so well.

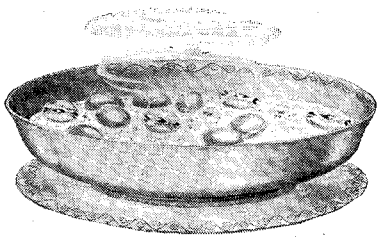
Then let them eat them any hour, in any way they want.

Puffed Wheat, 10c *Except in Extreme West* **Puffed Rice, 15c**

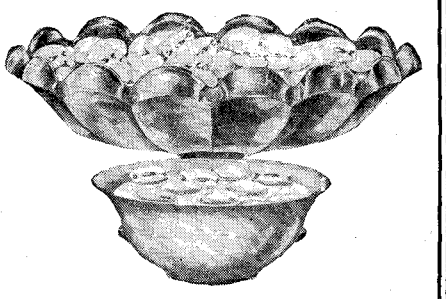
The Quaker Oats Company—Sole Makers—Chicago

(196)

4 p. m. Girls Use These Puffed Grains in Home Candy Making.



6 p. m. Puffed Wheat in Soup. The Grains are Crisper than Crackers.



10 p. m. Puffed Grains in Milk. They are Four Times as Porous as Bread.

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$10.00 will restore a nursing mother to health.

As A. I. C. P. Nurses LEAVE THEM.

Hundreds of Babies have been Saved and Mothers Restored to Health by the A. I. C. P.

HOW MANY WILL YOU HELP? Don't ignore the generous impulse to give until it is too late.

Jimmie Needs New Shoes for School.

He hasn't been wearing any during vacation because the pair he wore to school last year are now soleless. Teacher won't allow him inside the school barefooted. Father earns hardly enough, after paying the rent for a few rooms, to buy the bare necessities of life for Jimmie's brothers and sisters. This distressing combination of circumstances threatens Jimmie's education.

How would you like to have your children go to school or work in Jimmie's shoes?

The A. I. C. P. knows of thousands of needy and deserving boys and girls who must have shoes for school. Last year it spent for shoes alone nearly $7,000.

WON'T YOU HELP JIMMIE?

The Shoes that Jimmie Left and Those He Received.

A SUGGESTION: Have a lawn party or a children's fair to help these poor families. Write for literature.

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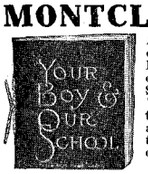

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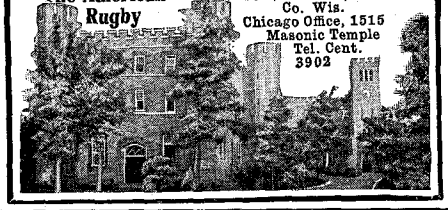

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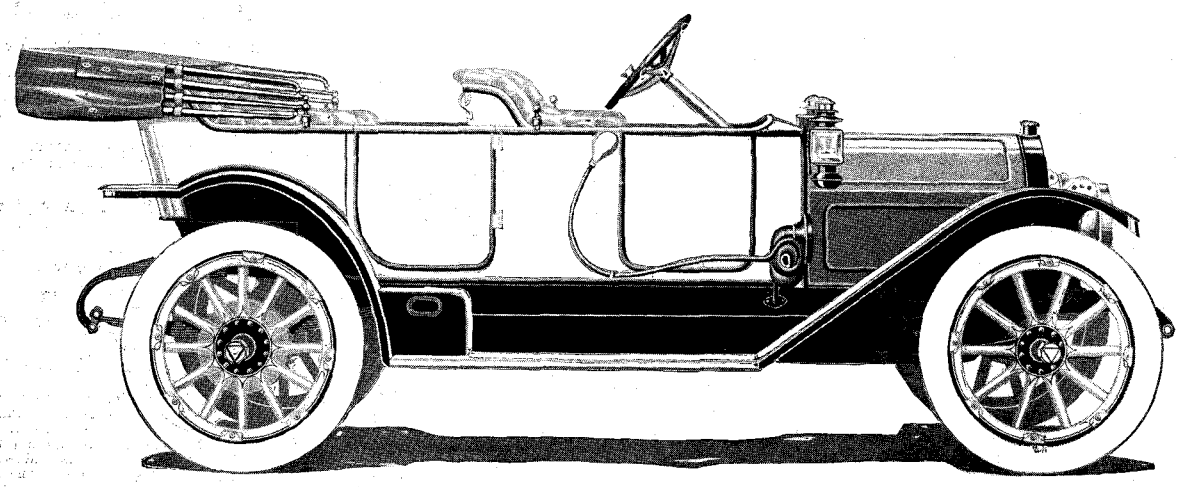
The 1912 HUDSON "33"



"33" Touring Car—$1600 Complete

A large, handsome car, which accommodates five passengers without crowding; is furnished with Bosch magneto and storage battery, genuine mohair top, glass wind shield, 34 x 4 inch tires on Demountable Rims, extra rim and tire irons. Inside control, full lamp equipment with Prest-O-Lite tank, big, beautiful lamps enameled black. Robe and foot rails, cocoa floor mat. Tool box on running board. Tools, license number holders. Tire repair kit, etc.

Why the Value is Even Greater this Year

The above is an illustration of the HUDSON "33" 1912 Touring Car. There are three other models.

This cut indicates as well as can be done by picture, the great beauty of the car, which for the past year has been the most talked about automobile in America. It is impossible to show by drawing or photograph, all the improvements that have been added to the 1912 models.

The best way to understand why it is a greater value than was the 1911 car, is to know what was done to produce that result. By telling you that, you can appreciate this new value more than would be possible either by illustration or by description.

The Engineering Board of HUDSON Motor Car Company is made up of the largest number of experts ever employed by any one manufacturer. These men are specialists in many different branches of automobile engineering. At the head of this staff of experts is Howard E. Coffin, the man responsible for the HUDSON "33."

Before this board of specialists is brought every suggestion for the improvement and betterment of HUDSON cars. Each of these experts has won his way by the work he has done. Each man knows something which others don't know. Each has done something which others have not done. One man went to Europe to get ideas. He visited the leading factories there and attended the great Paris and London Automobile Shows. He wanted to see how makers abroad were building their cars. He came back with a trunk full of notes.

A specialist on carburetion went into the laboratories of the largest carburetor manufacturer and with the experts there worked out an improved system, which has resulted in greater power and economy for the motor. So exhaustive were his tests that he called in the chemists and experts of the Standard Oil Company and had their assistance in determining what was needed for obtaining an increased efficiency from the ever decreasing quality of gasoline.

No work could have been more complete.

All Submitted to Experts

Then Mr. Coffin called them all into session and for days the suggestions of each expert was submitted to the consideration of his associates. In this way many additional ideas were brought out. No suggestion was accepted that did not meet with the unanimous approval of the Engineering Board. If there was any doubt about the value of any feature, it was tried out by actual tests on cars built especially for that purpose.

Then the first 1912 car was built, and all the ideas adopted were proven in a service ten times more severe than any individual would ever think of demanding of his car.

Yet There Was Little Change

You might conclude from this that the car is totally different from that of last year. As a matter of fact, however, there has been little change in the essentials of its design. In a few places the simplicity of the original has been made even more simple. A few more parts have been eliminated and a great deal has been accomplished in the way of smoother, quieter operation. The 1911 "33" is famed as being as quiet as any car ever built. This year it runs as quietly as an electric fan.

The equipment is of a much better grade. If you will ride in the two models you will observe the greater motor flexibility of the 1912 car. You can see an increased value in the quality of upholstering, in the higher grade painting, but you cannot so easily appreciate the improvements that have been made in the quality of materials, in the fineness of the metals and the character of the workmanship.

Last year the HUDSON "33" established such a mark for its simplicity, power, sturdiness and general value that it won its way wherever buyers gave close attention to its details.

687 Sold in a Day

The first day the HUDSON "33" was put on sale orders were taken by dealers throughout the country for 687 cars. All were bona fide sales that were made without, in most cases, even a demonstration.

At the close of the season there were orders on hand for more than 2,000 in excess of the number we could build. Even before a single 1912 model was shown, dealers had deposits in hand from their customers who thus had assured themselves an early delivery of the latest model.

All Makers Give Quality—Not All, Tho, Have Engineering Cleverness

We believe all makers are building the best cars they are able to build for the money. Competition guarantees that. But willingness to furnish good quality does not assure that that is being done. Skill, experience and an efficient organization is necessary. All engineers do not possess the same degree of cleverness—or experience. Capital will buy modern machinery. It will secure the best of materials, but it will not always get the best engineering brains.

Design is the basis of all good value. Without that the car can never be right. Every one in the trade knows that Howard E. Coffin is the greatest designer of automobiles this country has produced. Every one knows equally as well that the organization which makes up the control of the HUDSON Motor Car Company has built all the cars Mr. Coffin has designed. Each of these cars was a leader until Mr. Coffin made it less desirable by the production of a car more modern and of greater value.

Millions of dollars have been put into HUDSON cars by experienced buyers, just because of their confidence in the designer, the engineers who are his assistants and the company and organization that is building the cars. These buyers have asked for no details. Expert as some of them are, they have not depended upon their own judgment so much as they have been influenced by their knowledge of the men who are responsible for the HUDSON "33."

Choose Your Car That Way

If you accept that suggestion and then look for a car of reputation, just remember that standards of value change and that consequently the car you thought well of a few months ago, may now be selling at a lower price because the more modern HUDSON "33" has established a new era in motor car designing.

Why You Should Not Delay

You have your choice of many automobiles. The most desirable cars will be taken first. Last year's popularity indicates a heavy demand for this greater value of the 1912 model.

By taking a "33" now you can use it all summer, fall and winter and still have an up-to-date car in the spring. We advise immediate action if you are to get prompt delivery of the only advanced car of the past three years.

See the Triangle on the Radiator

HUDSON MOTOR CAR COMPANY

7080 Jefferson Avenue, Detroit

88-A

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres.; Adam W. Wagnalls, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44–60 E. 23d St., New York

VOL. XLIII., No. 7 NEW YORK, AUGUST 12, 1911 WHOLE NUMBER 1112

TOPICS OF THE DAY

A TRIPLE ALLIANCE AGAINST WAR

THE TIME will come when August 3 will be recognized as a red-letter day in the annals not merely of the United States but of the whole civilized world, the more enthusiastic of the editorial commentators predict, because on that day "three of the world's strong nations, like three tall knights of the Holy Grail, joined their hands at Washington in pledges to aid and countenance one another in fighting down the dragons of war." The incident thus picturesquely described by the New York *American* was the signing of treaties of unlimited arbitration between the United States and France and the United States and England. The event, declares the New York *Evening Mail*, "marks the dawn of a new and auspicious era in the affairs of nations"; it means that "the two greatest republics of the world, together with the greatest of empires, have in these compacts dedicated themselves to the cause of international peace, and to that end have given a pledge that all controversies arising among them, even those involving questions of national honor, shall be settled in high courts of law and reason." The New York *Times* reminds us that "similar treaties with the German Empire, the Netherlands, Sweden, and Japan are passing the preliminary stages," and asserts that "the work already done has made the heavy armament of the nations less necessary." If that work advances in the future as it has advanced in the past eight months, adds *The Times*, "the establishment of peace between all nations controlled by law is in sight." The main features of the treaties, as outlined some weeks ago in a memorandum issued by Secretary Knox, are as follows:

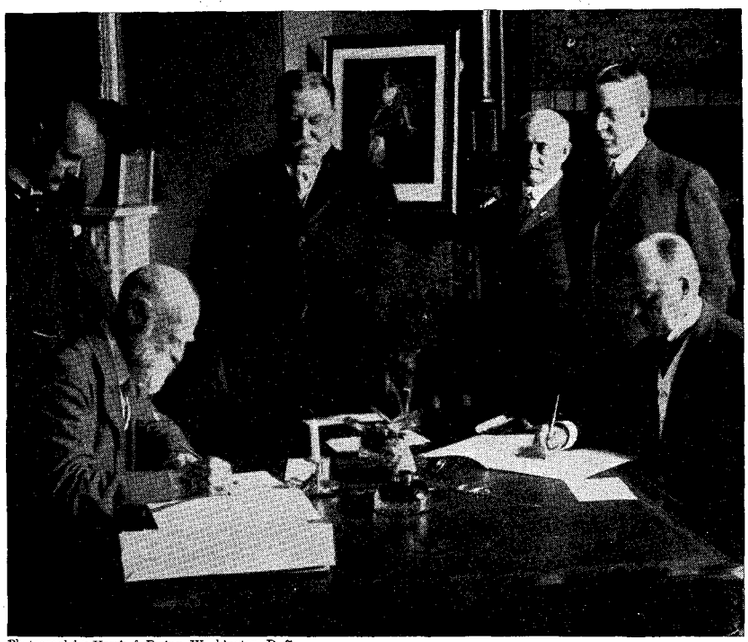
"All differences internationally justiciable shall be submitted to The Hague, unless by special agreement some other tribunal is created or selected.

"Differences that either country thinks are not justiciable shall be referred to a commission of inquiry, composed of nationals of the two governments, empowered to make recommendations for their settlement. Should the commission decide that the dispute should be arbitrated, such decision will be binding.

"Before arbitration is resorted to, even in cases where both countries agree that the difference is susceptible of arbitration, the commission of inquiry shall investigate the dispute with a view of recommending a settlement without arbitration.

"The commission, at request of either government, will delay its findings one year to give an opportunity for diplomatic settlement.

"The Senate will ratify the terms of submission of each dispute to arbitration."



Photograph by Harris & Ewing, Washington, D. C.

AN EARNEST OF WORLD-WIDE PEACE.

Ambassador Bryce and Secretary Knox signing the treaty of unlimited arbitration between the United States and Great Britain in the President's private study in the White House.

As the treaties grew directly out of a speech delivered by President Taft in Washington on December 18, 1910, before the American Society for the Judicial Settlement of International Disputes, their signing is regarded as a personal triumph for the President. "A crowning achievement, perhaps the crowning achievement, of Mr. Taft's administration," exclaims the New York *Times*, and the New York *Evening Post* declares that in these treaties "President Taft has done, for his country and for all the world, an imperishable service." "War is passing, and no single individual or instrumentality has done so much to compel the passing of war as

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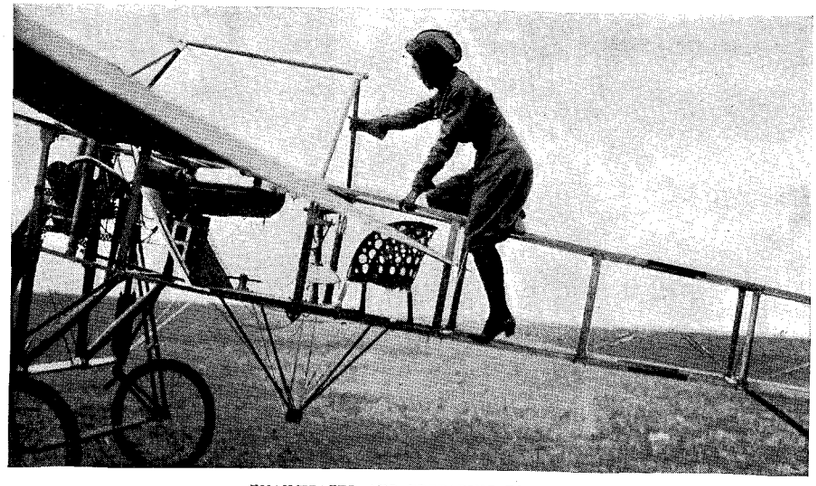

EMANCIPATED AND PREPARING TO FLY.

Miss Harriet Quimby is the first woman in the United States to win a license to fly an aeroplane under the rigid requirements of the Aero Club of America. In her trial for a license, Miss Quimby made a world's record for quick landing. She declares that she has solved the problem of woman's emancipation, and is now "going in for everything in aviation that the men have done."

A PIONEER BIRDWOMAN.

the President who was once Secretary of War," says *The American*. "The treaties signed to-day," remarks the Philadelphia *Inquirer*, "are the fruits of President Taft's high-minded and statesmanlike aspiration."

The French press, Paris dispatches tell us, agree that "a tremendous impetus has been given to the world-wide peace campaign," and the *Figaro* offers the zealous suggestion that "if other nations do not join the movement, those who have pledged for arbitration should adopt the principle of boycotting, by inserting a clause in the agreements that they shall suspend all relations of commerce, transportation, and postal intercourse with any country warring upon one of the signers."

While the signing of the treaties is not the final step, the editors seem confident that the Senate can not hesitate to ratify them in view of the overwhelming weight of public opinion behind them. Says the Philadelphia *Public Ledger:*

"The treaties are understood to have been drawn by Secretary Knox in full harmony with the previously exprest opinion of the Senate with respect to its constitutional rights as the co-ordinate treaty-making power, so that no opposition on that ground can reasonably be expected. And the feeling of the country in support of the general purpose and principles of the arbitration treaties has been manifested so emphatically that prolonged deliberation would seem wholly unnecessary."

Even the most optimistic do not claim that the signing of these treaties means that war has been abolished. But as the New York *Globe* remarks:

"This formality will mark the completion of the first step in a reform whose complete realization will do more to promote the economic and moral progress of the civilized world than any other single achievement in international history.

"It is almost certain that the treaties will be ratified by the three countries interested. Their combined weight in favor of arbitration will be, if not irresistible, at least very difficult to counterbalance. The force of moral good example combined with the economic benefits certain to result will be potent arguments for promoting the spread of this new gospel—new at least so far as any practical international application of it is concerned. . . . .

"International disagreements are to be treated like individual controversies in so far as is practicable. Cases are to be settled according to the facts without reference to the relative size of the contestants. Threats, veiled or open, popular and more or less effective in diplomatic dealings, will lose their force. The interests of the individual citizens rather than those of a party or the governmental group in power will become paramount. That's what real arbitration means, and considering its obvious advantages over diplomacy and war the fact that the civilized world has waited until the twentieth century before making a determined effort to secure it is not highly creditable to the civilized world's intelligence."

A TRUST PROBLEM IN FRACTIONS

"THE FIRST and most famous of the trusts is dead," is the exulting cry of the New York *World* over the Standard Oil Company's announcement of its plan for dissolution in compliance with the recent decision of the Supreme Court. Other editors, however, seem to feel more like agreeing with the officer of the corporation who declares that the Standard Oil Company "is very much alive." After all this struggle, and the mighty victory of the Government in the courts, they say, the control of the oil business remains in the hands of the same men, and some even believe that the distribution scheme will give the present controlling interests a still more complete mastery in the industry. According to the official announcement, the stock of the thirty-three subsidiary concerns, whose possession by the Standard Oil Company of New Jersey formed an unlawful combination, is to be handed over to the individual stockholders of the Standard, each of whom will receive a proportionate amount of stock in all these companies. It is this distribution which will make the process of readjustment slow and the effects of it difficult to calculate in advance, notes the New York *Commercial*, which proceeds with a word of editorial explanation:

"A man who on September 1 owns one share of the stock of the Standard Oil Company of New Jersey will retain that—for the New Jersey corporation will still continue in existence, as now—and will then be handed a certificate for one-tenth of a share of stock in the Southern Pipe-Line Company, worth $10 par value; one fortieth of a share in the South Penn Oil Company, worth $2.50 par value; three-twentieths of a share in the Standard Oil Company of New York, par value $15; and so on, the distribution, in some instances, being of fractional shares of stock having a par value of only eight, ten, or twenty-five cents each. This Standard Oil stockholder will then have his one share of stock in that company, and certificates for thirty-three fractional parts of stock in other companies. The New Jersey company will no longer collect dividends from these companies, the earnings going to the new owners of their shares; its own dividend distributions would decrease in consequence; and naturally and inevitably the market value of the Standard Oil shares would shrink accordingly. The company will no longer hand out, from time to time, during the year, dividends of $10, $15, or $20, as heretofore—the aggregate of them having often been $40 per share a year. Meantime, the holder of the one share of Standard Oil stock and of the thirty-three fractional certificates must collect dividends from thirty-four companies—and some of them will amount to only a few cents a year."

Then what will happen? The financial editor we are quoting

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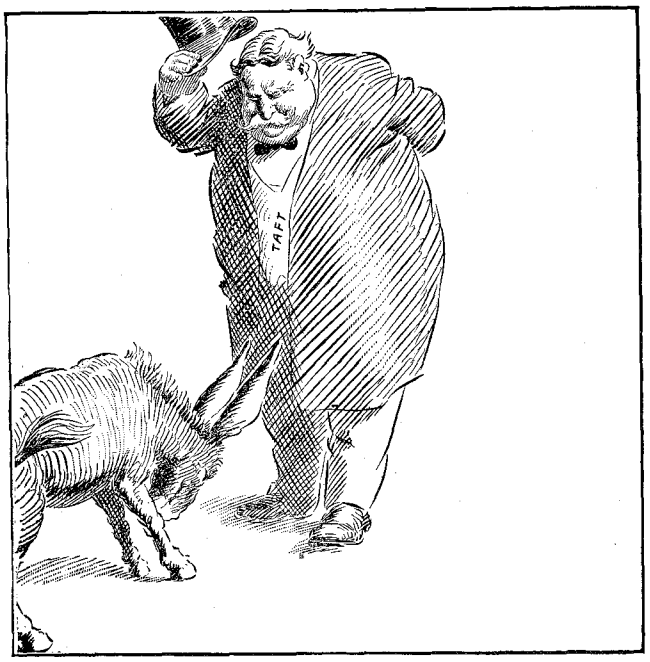

MORE RECIPROCITY.
—Minor in the St. Louis *Post-Dispatch.*

MERELY A SUMMER ENGAGEMENT.
—Bradley in the Chicago *News.*

COMPLIMENTS OF THE SEASON.

thinks that one "very natural thing, under the circumstances, would be either a sharp demand in the market for these fractional certificates, so as to get them bunched up again into full shares much more easily handled, or a throwing of them upon the market, in order to get rid of such bothersome ownership, and enable the seller to get his money into other investments." Further:

"But in either event, these fractional certificates can not long remain in their new hands under the plan of distribution —the thing would be 'bad business,' and not to be tolerated in these days. In all probability they would eventually get into strong Standard Oil hands in the shape of full shares."

This eventuality looms even stronger to another New York financial daily, *The Journal of Commerce*. The small holders will sell out to the larger ones, a process which "will concentrate ownership in the many companies, and in each of them in a higher degree than has prevailed in the holding company." Moreover, while it would be quite possible to choose the same directors for all the companies, "that might be regarded as an unlawful combination in a new form." Yet, continues this paper:

"The different boards of directors will necessarily be chosen by the same body of stockholders, and they are likely to work in harmony rather than in conflict. There may be some arrangement for unified action in management without transcending the rule of reason in cooperating rather than competing."

That the Supreme Court's action would mean further concentration was "a foregone conclusion," asserts the Socialist New York *Call*. This is no "dissolution," exclaims the Chicago *Daily Socialist*, for "the unity of interest of the present owners of the trust is preserved down to the minutest fractions," and these men "can not compete against themselves." The Pittsburg *Leader* has a mind to remark that " John D. is now going to show the American people that while it is unreasonable for him to collect tribute through one agency it is reasonable to utilize thirty-five agencies for the same purpose." And the indignation of the New York *Press* finds expression in this explanation of the simple and easy way by which a law-breaker decides to make itself forthwith law-abiding:

"Instead of holding one red ticket, representing numerous conspirators as a whole, we, the Standard Oil law-breakers, issue to ourselves green, blue, yellow, brown, black, and white tickets, each representing a single one of the conspiring companies, still acting, and intending to act as the same whole; thereby we become law-abiding while continuing to commit the same unlawful acts as before."

Nevertheless, "when the greatest of trusts bows to the greatest of courts," the victory belongs to the people, concludes the Cleveland *Plain Dealer*, which deems it probable that "no trust in the future will attempt what the Court has declared to be in violation of law." Tho the ownership of these companies will be held by the same men, "their bond of union is made far less permanent and strong," in the opinion of the Springfield *Republican*, "and their singleness of action might seem to be made next to impossible."

Nor is the New York *Tribune* at all doubtful that some substantial gain to the public has resulted from this outcome of the Standard Oil litigation. We read:

"If it be said that practically the change makes no difference, since the controlling stockholders are the same, it may be asked why the single centralized company was ever resorted to if there was no advantage in it. If it made no difference to their owners, why were thirty-five companies ever merged or submerged into one great company? Whatever advantage lay in an organized centralization is taken away from those who own the thirty-five companies. Nor is the Government's power to protect the public interest exhausted by this breaking down of the central organization of the oil industry. If it can obtain evidence that the individual stockholders of the thirty-five companies do the same things through their control of these companies that were done by the so-called 'trust,' then an action for conspiracy in restraint of trade will lie against them."

The lesson this should teach the Government is, according to the Washington *News*, that great industrial combinations must hereafter be subject to regulation rather than extermination. In like manner, *The Wall Street Journal* says, in its column of "Broad Street Gossip," that the present controlling interests are likely to retain their grasp of the more profitable concerns, and to dispose of the others.

"If, with the lapse of years aggressive competition arises between companies now controlled by Standard Oil, the Government will have accomplished its purpose; but will the country at large have reason to congratulate itself on the change? The big captains of the oil industry will probably be enriched while certain investors may be impoverished through the purchase

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of an interest in companies which will break down under a sort of competition which they are unable to meet. Should this prove to be the case, the recent anti-corporation campaign may go down in history as one of the worst political blunders ever made in the United States. Such is at least the opinion of some bankers.

"Those who contend that the disruption of corporations is economically wrong, and an unwise play of politics, say that what should be done now, and what will come ultimately, is to regulate the big corporation in the interest of all the people, rather than to destroy it and endanger the general prosperity."

Mr. M. F. Elliott, chief counsel for the Standard Oil Company, is quoted in the New York papers as making the following statement:

"I am not prepared to say what is to become of the stocks owned by the Standard Oil Company in corporations other than those indicated in the decree of the Court. But you may believe that the Standard Oil Company is not proposing to go out of business. Indeed, there is nothing in the decree of the Court which obliges it to do so. Its stock will not have the value that it has at present, of course, but the Standard of New Jersey will be very much alive, nevertheless."

VARDAMAN'S VICTORY

"THE HOPE of the White Race has disappeared from the prize ring, but now pops up in Mississippi Senatorial politics," recently remarked the Detroit *Journal* of James K. Vardaman in his spirited race for the Democratic Senatorial nomination against Senator Leroy Percy and C. H. Alexander; and on August 2 *The Journal* and the other papers of the country recorded the actual "come back" of Governor Vardaman in the defeat of his adversaries by a plurality of some 20,000 votes in the Democratic primaries, after one of the most acrimonious campaigns in the history of any State. Governor Vardaman has long been looked on by some as a reincarnation of the old "Ku-Klux" spirit—one of those always ready to proclaim the menace of the "black specter," and to shout for the repeal of the Fifteenth Amendment. He accordingly made his campaign truly picturesque by appearing in Meridian last month "attired in white linen and a white hat, in a chariot drawn by 160 white oxen, and attended by an equerry garbed in white, and carrying spotless banners which bore the admonition, "Vote for the White Chief! Uphold the White South!" A Northern newspaper man wrote the following description of the spectacle to the New York *Sun*, and incidentally set forth a part of Vardaman's personality:

EX-GOVERNOR VARDAMAN.

Whose spectacular appeal to the white voters of Mississippi won him a plurality of some 20,000 votes in the late Senatorial primary.

"It is impossible for people in our part of the country to appraise the importance and effect of this theatrical, not to say melodramatic pageant, but down here it was prodigious. It materialized the essence of Vardaman's campaign. It was an apotheosis of the color line. It revived the terrors of the carpet-bag period, and invested with vicarious consequence the spooks of a long-buried past. But Vardaman knows how to play upon the passions and prejudices of the red necks and the hill billies, and he is doing it with a master hand. Even John Sharp Williams, with all the corporations, the penitentiary horde and the rest of the buttressed and embattled interests at his back, only succeeded, four years ago, in beating Vardaman by a beggarly margin of votes. . . . . .

"Vardaman is not of the unshaven and unshorn. He is not ostentatiously slovenly for political purposes. On the contrary, he is as neat as a pin always. In these respects he is on a par with Percy, the difference between the two being that he preaches the lowest demagogy in spotless raiment, while his opponent, in equally fastidious attire, preaches the sane and safe and thoroughly conservative doctrine."

The demonstration has caused many editors in all parts of the country to shudder over the prospect of having six years from 1913 of Vardaman in the Senate, and to reflect on how the result was brought about. "This is organizing and capitalizing race hatred for political purposes about as shamelessly as it has ever been done," comments the Buffalo *Express*, and the Richmond *Times-Dispatch* declares that "to make the barbaric picture perfect, Vardaman should ride up Pennsylvania Avenue to the capitol with a hundred and sixty ebony Mississippians chained to his car of triumph." Other writers see in this direct-primary result the strength of a nondescript element which has been diverted into a strange channel by the use of Vardaman's favorite political "bug-bear," and do not accept the situation as expressive of the sentiment of the South or even of the better classes in Mississippi. *The Times-Dispatch* asserts further that "this demagogic appeal to the passion and prejudice of the uncouth and unlettered Mississippians would avail little in some Southern States," and the Brooklyn *Standard Union* observes that the fight "is a revival of conditions which have generally passed away in the South." "Even those Southerners who are strongly opposed to social or political equality between the races," asserts the Cleveland *Plain Dealer*, "now look with repugnance upon a demagog who continually exploits race prejudice as his chief political stock in trade" and sending Vardaman to the Senate is "no joke." The following communication in the Jackson (Miss.) *Issue*, Mr. Vardaman's personal organ, is of interest as setting forth some additional characteristics of the Mississippian:

"Now what does it mean to vote for Vardaman? It is a matter of small moment whether you admire or dislike him. You may disagree on many points; you may not indorse his negro views—the great question is whether he will voice your sentiments more forcibly than any of the others. Without fear of a successful contradiction, we assert that he has always stood on the moral side of every question. We can judge his future only by his past. His election as governor struck a vital blow to ring politics."

The Nashville *Banner* explains Vardaman's remarkable support by saying that the people of the "hill country" make it up. It said of Vardaman shortly before the primary:

"John Sharp Williams defeated him by a very narrow margin, and it is certain that at that time no other man could have done so. There are many people in Mississippi who regard the long-haired ex-Governor as the greatest of living statesmen, and who confidently believe that if he should be sent to the Federal Senate he would have the Fifteenth Amendment repealed, and would accomplish much for popular rights and the throttling of predatory wealth that other candidates have not the power or willingness to do."

But the Philadelphia *Record* can not see that the Fifteenth Amendment is a fit subject for attack, as long as "the white South is in no danger from the negro vote with the grandfather clause grinding out its appointed task." Continuing the discussion, the Cleveland *Plain Dealer* notes that ex-Senator Ben Tillman's "pitchfork" eventually became a "spade," and the Springfield *Republican* predicts that in Vardaman's case "the country will be treated to one or two violent speeches on the negro question, and then the major will turn his energies to matters which are capable of yielding results."

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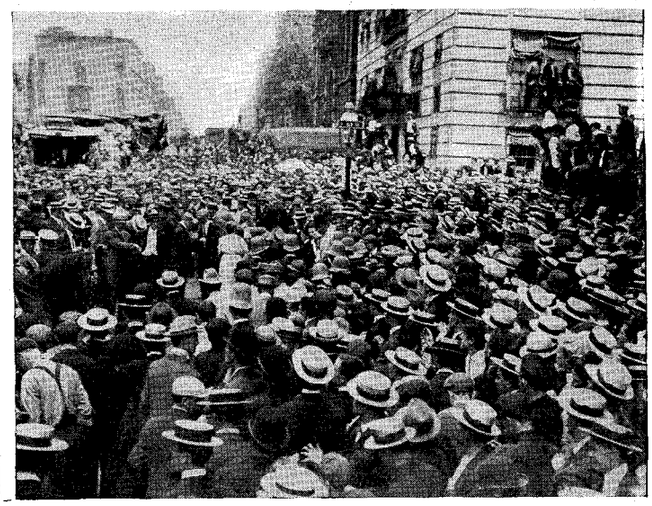

The man with the silver spade is Chairman Willcox, of the Public Service Commission. The first spadeful of earth removed is seen in the glass jar held by the other man in the foreground. The picture on the reader's right shows the crowd—said to number more than 10,000—which gathered at Lexington Avenue and Sixty-seventh Street to applaud the beginning of a city-built subway.

BREAKING GROUND FOR NEW YORK'S NEW $300,000,000 SUBWAY.

NEW YORK DIGGING HER OWN SUBWAYS

LAST WEEK a silver pick-ax broke the asphalt near the corner of Lexington Avenue and Sixty-seventh Street, and a silver spade transferred a portion of the underlying earth, with such impressiveness as an encroaching crowd of 10,000 persons permitted, to the interior of a large and beribboned glass jar. This incident was the outward and visible sign of New York's determination to dig her own new subways, without the aid of private capital—a determination heartily applauded by most of the metropolitan papers. "At length the city is where it should have been four or five years ago—it is digging subways," exclaims *The Tribune*, which adds: "If the contract it makes for the operation of the new lines is wise it will not be without borrowing capacity when extensions to them are needed; if the management of its affairs is intelligent and honest it will not be at the mercy of obstructive traction monopolies in the future, and if future administrations know what they are about the city's efforts to provide itself with transit facilities need never make it a laughing-stock again." "The city has unmistakably reasserted its independence in the matter of subway extension," declares *The Evening Mail*, while *The World* welcomes an event for which "New York has waited long and patiently," and urges that the work now be pushed with all possible vigor. The swing of the silver spade, says *The American*, carried the subway problem from the shadowy world of words and documents to the solid world of action. "The city has put its hand to the spade," adds *The American*, "and will not turn back."

On the other hand, *The Journal of Commerce* thinks that the city has not yet found the right solution of its subway problem, and characterizes the action of last week as "the first step in executing a blunder." It declares that the municipal debt limit will stand in the way of the early completion of the city's project, and it quotes Mayor Gaynor's remark that "if private capital is not to share in the building of the subways, then many things will have to be left undone for years." The system upon which the city is now embarked, adds this paper, "will cost much more, and serve the public much less effectively than would the extension of the existing system"—which is leased from the city by the Interborough Rapid Transit Company. *The Times* is another paper which thinks that the city has embarked on an ill-advised venture. *The Times* takes the pessimistic view that "the Lexington Avenue downtown route will be unsatisfactory by whomever operated," and that "its construction is an impediment to the construction of a better route." And Herman A. Metz, ex-Controller of the city, declares tersely: "The people don't know how to build subways, and the Interborough is the only logical concern to build them." But tho the contracts for operating the projected new subways are not yet awarded, there is every prospect that they will fall to the Interborough's rival, the Brooklyn Rapid Transit Company, which, unlike the Interborough, has declared its willingness to accept the city's terms. Meanwhile, however, the digging and construction will occupy four or five years.

The first spadeful of earth was lifted by Chairman William R. Willcox, of the Public Service Commission. He caught the attention of the 10,000 subway patrons who had gathered to witness the ceremony with the statement that "the number of people riding on all the cars—surface, elevated, and subway—is 60 per cent. more than the number carried on the steam railroads in the entire nation." After reciting incidents of the recent negotiations, he continued:

"The city is about to begin the construction of the Triborough system, which extends from the Bronx to the Battery and thence to Brooklyn, with a line up Broadway, from Ninth Street to Forty-second Street, and thus up Seventh Avenue to Fifty-ninth Street, and through Fifty-ninth Street into Queens Borough, together with a line from Broadway to the Center Street Loop, connecting with the bridges into the Fourth Avenue subway and its South Brooklyn connections. Thus a system will be built which not only serves all the boroughs of the city, but which, at the same time, brings into use the Queensboro, Williamsburgh, and Manhattan bridges as thoroughfares in the city's transit plan, instead of leaving them to be used as terminals, which is the only office they now serve so far as transit facilities are concerned. . . . . .

"The undertaking which is this day inaugurated is for a city-built and city-owned subway. No operating contract will be drawn which will give any company the right to operate for a longer period than ten years, provided the city wishes for any reason to take entire control of the roads, nor will such contract permit the city to be placed in the position where it can not itself control the extensions of its own system in whatsoever manner it may desire."

Yet in spite of this auspicious beginning, various obstacles still loom in the path of the city's project, the most immediate of which are threatened injunctions, and Mayor Gaynor's attitude of obstruction. The Mayor took no part in the ceremony

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of breaking earth for the new subway, and altho an "eleventh-hour notification" was his excuse, the papers regard his absence as peculiarly significant. Some fear that a leaning toward the rejected Interborough proposition will lead him to veto more than half of the new lines; but *The Tribune* is hopeful that he will unbend, for it thinks it unlikely that he will "long persist in opposing the construction of subways in the face of public opinion." *The American* also assures the Mayor that the whole force of the public will is behind the new subway, and that "if he or anybody else undertakes to stop it, he will confront a power that is greater than the strength of private interests or political favor." This hint finds company in the declaration of Controller William A. Prendergast if a "recalcitrant official" persists in his course he should be "recalled." And the Citizens' Union calls attention to the fact that under the proposed new city charter, which may be passed early in September, "the Mayor will be able to prevent the making of a single contract, and all that has been done to obtain rapid transit for the city may go for nothing." Other papers, however, hold that any obstacles which may develop will be of a temporary nature, and rejoice that the city is at last launched on a program of subway construction which will bring relief to the five boroughs by the first of January, 1916.

TARIFF TANGLES

THE POLITICAL slaughter credited to the Payne-Aldrich Tariff is by no means to be confined to the Republican losses at the polls last November, if we may believe reports of tariff discussions at Washington during the last two weeks. Nobler victims are being made ready for the sacrifice, according to no less an authority than Chairman Underwood of the House Ways and Means Committee: "If the President signs the Wool Bill, or the Farmers' Free List Bill, or both, the protective system is gone; if he vetoes either or both of them, Mr. Taft is gone." Republicans, in turn, point to the ranks of the Democracy and exclaim that the onetime "Peerless Leader" has fallen from his high estate, as a result

AN UNWILLING PATIENT.
—Johnson in the Philadelphia *North American*.

of his grapple with the tariff question. *The Commoner's* attack upon Chairman Underwood, so vigorously answered by that gentleman amidst the unanimous applause of his fellows in the House, appears to many an editor as a boomerang, so effective as to bring out the Boston *Transcript's* (Rep.) declaration that now "Bryan is down and out."

Should the Free List Bill, the Wool Bill, or the Cotton Bill reach the President, and secure his approval, the Democrats will proceed with a complete overhauling of tariff schedules. Should none of these measures be made law, the party leaders,

SAWING WOOD.
—Manz in the Washington *Herald*.

say the Washington correspondents, will be content to adjourn and take up the burden of tariff-revising afresh at the next session. According to the Republican Portland *Oregonian*, the Democrats will fare well in either case; they have shown their intentions by passing these bills through Congress, and "can afford to rest on their laurels." We read further:

"The entire tariff embroglio looks very much as if it had been contrived by some malignant genius to aid the Democrats at the next election. The Republicans can scarcely gain anything, no matter what they do. The Democrats have only to avoid asinine blunders to grow in popular favor. The country is eager for lower taxes, and is ready to stand by the party which offers to bestow them, without much regard to names and former predilections. Even if Mr. Taft should veto all the proposed reductions now, he will have to face them again next winter. The insurgents and Democrats will care no more for the Tariff Commission then than they do now. Undoubtedly they will do what they like, regardless of its report."

The proper course for the President, under these circumstances, is, according to those papers most eager for immediate tariff reduction, to sign the tariff bills which are presented to him. They point out to him that a Chicago *Tribune* poll of Western editors shows an overwhelming sentiment for thoroughgoing revision. In the case of the Wool Bill, which "deals with a schedule which he has said is 'indefensible,'" Mr. Taft ought to be "glad of an opportunity to do so," thinks the Indianapolis *News* (Ind.). The Free List appears to the Grand Rapids *Press* (Ind.) as a "logical sequel to reciprocity," which gives the farmers a share in its benefits. To the Baltimore *Sun* (Ind.) it is "one of the most important tariff-revision measures passed since the Wilson Law." For these reasons, the President is strongly urged by the Philadelphia *Record* (Ind. Dem.), the New York *World* (Dem.), the Charleston *News and Courier* (Dem.), the Brooklyn *Eagle* (Ind. Dem.), and others, to make an exception to his declared rule of waiting for information from the Tariff Board, and sign the bill. And the Boston *Transcript*

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hazards a "guess" that Mr. Taft will not veto it. Yet other editors are equally certain that the President will, and of right ought to, withhold his signature from what the New York *Tribune* (Rep.) calls a "freak measure," constructed "avowedly for the benefit of a single class of consumers." The Springfield *Republican* (Ind.) characterizes the bill as "false in its pretensions," "utterly wrong in its theory," and thus bound to be "bad in its practise"; and the New York *Commercial* (Fin.), Philadelphia *Press* (Rep.), and Chicago *Record-Herald* (Ind.) take a similar stand.

With the Cotton Bill in the hands of the Senate, the House is likely to take up the iron and steel schedules, says a New York *Evening Post* correspondent at the capital, as a result of the Bryan-Underwood tilt. In *The Commoner*, it will be remembered, Chairman Underwood, who has interests in the steel business, was sharply criticized for "opposing an immediate effort to reduce the iron and steel schedules." Since he "has put himself at the head of the opposition to Speaker Clark's tariff-reduction program," Mr. Underwood is "tainted with protection," and his chairmanship of the most important Congressional committee is called a "mistake." In reply, Chairman Underwood had the Bryan attack read from the clerk's desk, and proceeded to defend himself from the floor, amid the applause of all present, according to Washington dispatches. He said in part:

"When the Ways and Means Committee organized to prepare legislation for the House, as its chairman I said to the committee I should be willing to take up any schedule first, but that, coming, as I did, from an iron and steel district, and being personally interested in the manufacture of iron, I begged to ask them to relieve me from embarrassment by taking up the iron and steel schedule first.

"My colleagues of this committee sit on the floor of this House, and they are here to sustain me in my statements. The reason that the committee did not take up the iron and steel schedule first was that the country was demanding a revision of the textile schedules—the wool schedule with its 90 per cent. of protection that had not been revised for years, and the cotton schedule with its 53 per cent. of protection and proportionately as high. The iron and steel schedule has been cut by the Wilson Bill, again by the Dingley Bill, and again by the Payne Bill, and altho this schedule needs, and will have, a further reduction, the committee decided it was wise to consider the other schedules first. . . . . .

"Mr. Speaker, the statement issued by the gentleman from Nebraska is false."

Mr. Bryan's rejoinder hardly gives promise of peace in the party councils, for while agreeing to withdraw his criticism of Congressman Underwood, if found to be based upon an erroneous report, he adds:

"Whatever the outcome in this particular instance, I do not withdraw my criticism of Mr. Underwood on other occasions, and I intend to take early opportunity to give him some other things to discuss."

By the indorsement of Mr. Underwood's position by his colleagues, "fifteen years of dictatorship are ended," declares the New York *American* (Ind.). Similar statements, showing a decided leaning to the Underwood side of the controversy, appear in the editorial columns of the New York *Times* (Ind. Dem.), *Tribune* (Rep.), and *World* (Dem.), Springfield *Republican* (Ind.), and Washington *Herald* (Ind.). Yet the Boston *Transcript*, while admitting that "Mr. Underwood's speech in repudiation of Bryan reads very plausibly," sets down as a fact "that the whole country has got the impression that Mr. Underwood was not wholly disinterested in his movements as regards the schedule on steel, and it will take a good deal more than his fiery denunciation of Mr. Bryan to remove that impression." And the Pittsburg *Dispatch* (Rep.) warns the Democrats lest they overlook something of importance—

"The possibility that Mr. Bryan may also be making campaign material, and that the plans of the erstwhile 'safe and sane' element who ditched Bryan in 1904 contemplate a campaign next year on the familiar tariff issue, side-tracking all Mr. Bryan's issues and returning to the pro-Bryan platforms. If Mr. Bryan can, meantime, puncture these tariff-revision pretensions he will reserve space and prominence for his own particular nostrums that otherwise stand in peril of being crowded into obscurity. His tariff views are only a detail, but the tariff record of the Democrats in the House is their sole hope of impressing the country with their worthiness."

TOPICS IN BRIEF

OF course, they'll say that Grand Old Texas didn't know enough to come in out of the wet.—*Atlanta Constitution.*

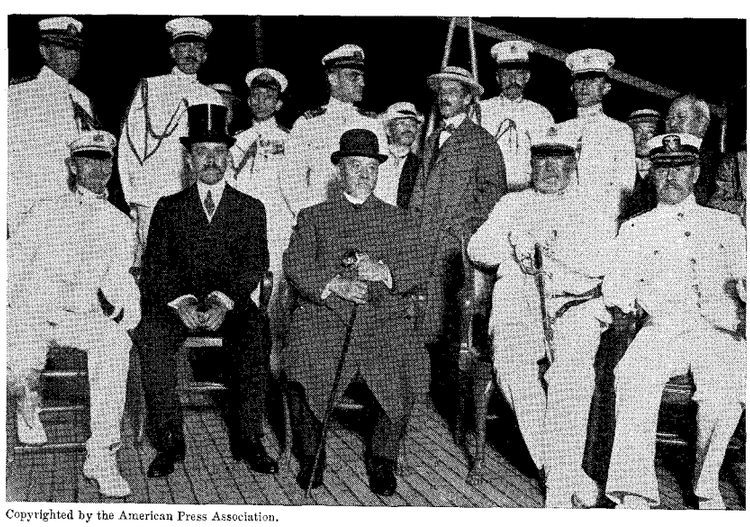
OF course, the longer we have reckless railroading the longer it will be till we have wreckless railroads.—*Louisville Courier-Journal.*

THE war clouds hovering over Europe just at present seem to bear the stamp "Made in Germany."—*Detroit Free Press.*

THE Mr. Dreyfuss who has just paid $22,500 for a pitcher is not a collector of antiques, but a prosaic baseball manager.—*Rochester Democrat and Chronicle.*

IT is estimated that of the 25,000,000 gallons of whisky manufactured in Scotland last year, 50,000,000 were consumed in the United States.—*Richmond News-Leader.*

THE Stanley Committee wishes Mr. Morgan to testify in the Steel Trust Inquiry, but is apparently in doubt whether to send him a subpena or an ambassador.—*New York World.*



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OUR GUEST FROM JAPAN.

Admiral Togo, the naval hero of the Russo-Japanese War, arrived at New York on August 4 on his way around the world. He is now the guest of the nation. He is here shown on board the U. S. S. *Seneca*, surrounded by the Committee sent to meet him. From the reader's left to right those seated are Adjutant General Verbeck, Third Assistant Secretary of State Chandler Hale, Admiral Togo, Gen. Fred. D. Grant, and Capt. T. M. Potts.

AND business in this country is becoming a state of apprehension entirely surrounded by investigation.—*Albany Journal.*

THIS Congress will go down in history as the American Inquisition.—*Butte Inter-Mountain.*

No wonder Texas went wet—it's no easy matter for a Texan to step over into the next State for a drink.—*Washington Post.*

"THE latest ocean greyhound, the *Aquitania*," says a contemporary, "is to be over 900 feet long." That's not a greyhound; that's a dachshund.—*Pittsburg Gazette-Times.*

PRESIDENT HADLEY, of Yale, says the country is "full of half-baked individuals." But never mind; August can probably be relied upon to complete the job.—*Cleveland Leader.*

THE suggestion comes from Nebraska that Bryan's head be put on the new postage stamps. It wouldn't do. When Bryan is licked and stuck in a corner he never sticks.—*Kansas City Journal.*

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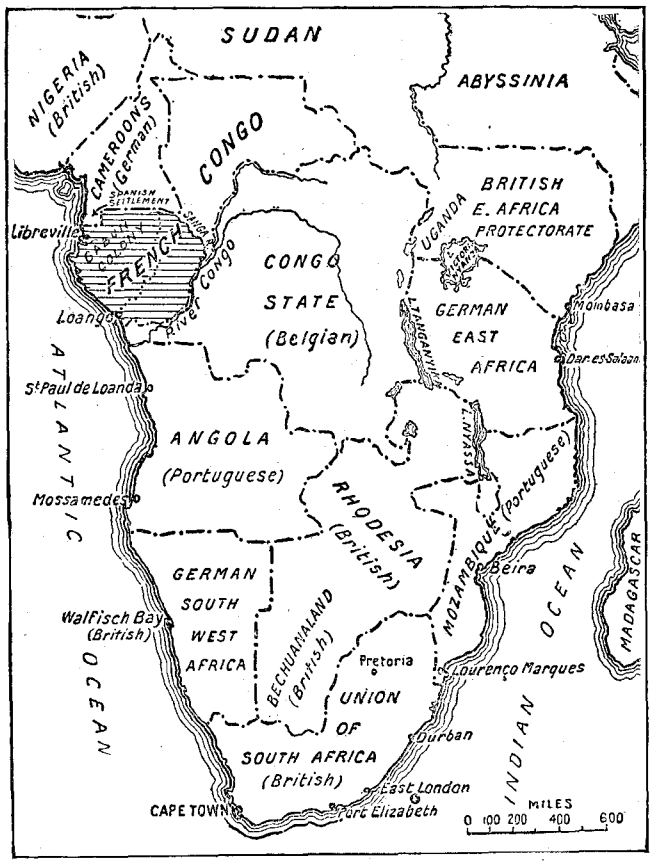
FOREIGN COMMENT

ENGLAND PUTS DOWN HER FOOT IN MOROCCO

"TO THE LAST SHIP, the last man, the last shilling" England will stand by France against any "blackmailing" aggression of Germany in Morocco. Mr. Asquith has bidden Paris and Berlin to come to some agreement over their difficulties; he declares that England is not a party to their altercations, but will certainly interpose if they do not come to a settlement. The British Government,



From the London "Times."

THE GERMAN DEMANDS IN AFRICA.

Sketch map of Central and South Africa showing the present spheres of the Powers and the region of the French Kongo (marked with horizontal lines), where Germany is claiming territory as compensation for withdrawal from Morocco.

as one of the signatories to the Algeciras settlement, is called upon to do this. The only positive statement he made in the House of Commons was to the effect that "Germany must not be allowed to make any permanent occupation in Morocco." We quote the most significant sentences of his speech, as follows:

"Conversations are proceeding between France and Germany. We are no parties to these conversations. The subject-matter of them may not affect British interests. Upon that point, until we know the ultimate result, we can not express a final opinion, but it is our desire that these conversations should result in a settlement honorable and satisfactory to both parties, and which his Majesty's Government can cordially say in no way prejudices British interests.

"Any statements that we have interfered and prejudiced negotiations of France and Germany are mischievous inventions without the faintest foundation in fact. We thought it right from the beginning to make clear that, failing of a settlement such as I have indicated, we must become an active party in the discussion of the situation. That would be our right as a signatory to the treaty of Algeciras, as it might be our obligation under the terms of our agreement of 1904 with France. It might be our duty in defense of British interests directly affected by further developments."

Mr. Balfour, leader of the Opposition, stood back to back with the Ministerial leader, deprecating the idea that domestic disputes in England would permit Germany to adopt—

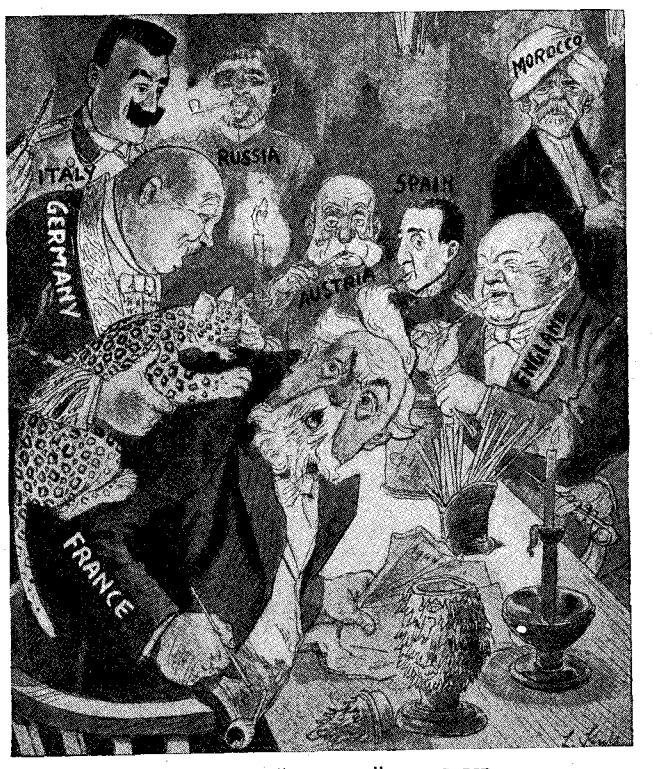
"A policy which in other circumstances this country might reject, and if there are any who supposed that we would be wiped off the map of Europe because we have our difficulties at home, it may be worth while saying that they bitterly mistake the temper of the British people and the patriotism of the Opposition."

In the course of the "conversations" between the two representatives of Germany and France, the former Government agreed to drop all claims on Morocco in return for certain "compensations," which are specified in various European papers, and we read that Germany asks:

"1. Two hundred miles of coast and the hinterland of the French Kongo.
"2. A sphere of commercial influence in Morocco which necessarily involves territorial occupation or control.
"3. The right of preemption which France has over the Belgian Kongo."

Mr. Cambon, the French ambassador at Berlin, replied to Mr. Kiderlen-Waechter, the German Foreign Minister, we are told, that such a concession would be impossible. The Paris *Matin* describes the demand as "absolutely unacceptable." In this the *Gaulois* (Paris) agrees. The *Temps* (Paris) thinks that if Germany persisted in her claims upon the hinterland of Agadir the Sultan of Morocco must first be consulted. To quote the words of this leading organ:

"Where is the Sultan of Morocco in all this bargaining? When we see the pretensions of the German press, its deliberate contempt for the Moroccan agreement, its extravagant covetousness with regard to our Colonies, we may well ask with uneasiness whither all this trafficking is leading? Now consultations between Foreign Ministers and Colonial Ministers are openly talked of. That is quick work. One would



THE GUNBOAT "PANTHER" AT AGADIR.

The European smoking-club disturbed by the German Foreign Minister's introduction of his little wild beast.
—*Kladderadatsch* (Berlin).

blush to think that it is enough for Germany to send a cruiser to a port of Morocco to ask and obtain 'a slice of France' in Africa. This is what we risk by leaving the Sultan of Morocco out of negotiations of which his Empire is the object."

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It is Agadir, says the London *Dail Mail*, that Germany is aiming at and that her Kongo demands "are so tremendous that they are intended to be rejected in order to give Germany an excuse for remaining at Agadir." On this point British opposition is supported by *The Spectator*, which hopes and is "confident that the British Government can and will show no weakness." Meanwhile the German armed cruiser *Berlin* has been dispatched to Agadir as "a bluff" to exact either the concession of Agadir or certain "compensations." The London *Times* laughs at the idea of "compensations," and says that France has not been accused of violating the provision of the Algeciras Treaty, and yet—

"Germany is demanding impossible 'compensations,' which embrace the whole of the Gabun territory in the French Kongo, including the very important harbor of Libreville. Compensations for what? For an undertaking to remove her warships from Agadir. That is what it all comes to. There appears to be no proposal that any of the valuable economic rights secured to Germany in Morocco by the Algeciras Act and by the Franco-German Agreement of 1909 should be relinquished. Nor is there any word of German guaranties for the better fulfilment of Germany's promise in the 1909 Agreement not to impede (*entraver*) the acknowledged 'political interest' of France in Morocco. The danger of future German interventions would remain as great as before."

It is not the first time that Germany has "hauled down her flag in Europe, as in the Boer War, and in this very Morocco imbroglio," says *Liberté* (Paris), and she will do it again. And indeed the tone of the German press has been more conciliatory since the British Prime Minister's pronunciamento, and Major von Loebell, in the *Grenzboten* (Berlin), speaks calmly and reasonably to the effect that Germany's aim and object is not to acquire territory or to establish a naval base, but to obtain guaranties from France that "our economic enterprises in all parts of Morocco shall be safeguarded and secured, for in all parts of Morocco there are to be found German work and German capital."

But the *Hamburger Nachrichten* admits that it is to Germany's interest that Morocco shall not become French, and the *Kreuz Zeitung* (Berlin) adds, "It is the fervent desire of widespread patriotic circles that Germany shall establish herself in Southern Morocco." Very guarded and almost enigmatical is the statement of the semi-official *Koelnische Zeitung*:

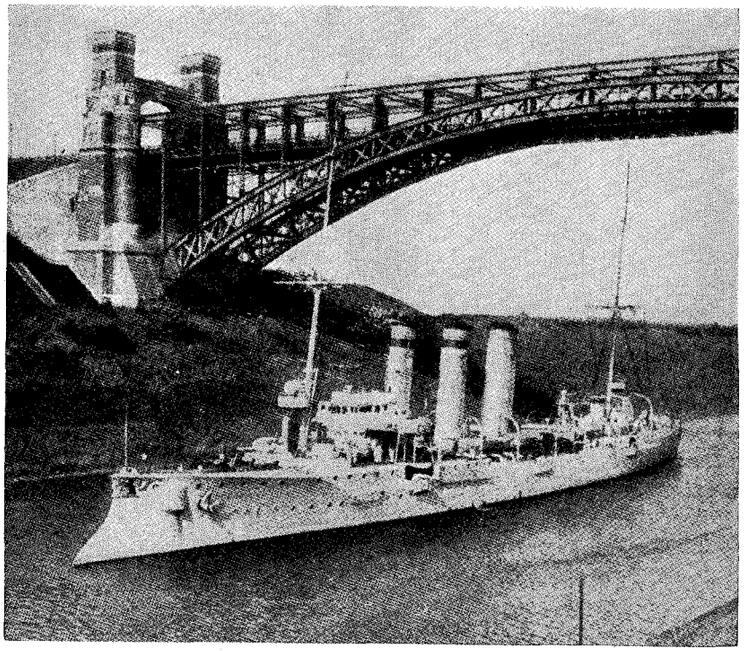
"The appearance of a German ship of war at Agadir gave evidence of the strong interest of Germans in the Atlantic coast of Morocco. The economic importance of that section of Morocco is beyond question, and if in consideration of German influence in Morocco this is rightly considered as a fair demand, it is very easy to imagine a kind of tri-partition of the Shereefian Empire between France, Germany, and Spain. This solution recommends itself by its simplicity. . . . As we are ignorant of the direction the negotiations between the three Powers are taking, the acquisition of the hinterland of Agadir, or the establishment of German influence there may form part of the German program, or it may not."

PROFESSIONAL ETIQUETTE.

SULTAN OF MOROCCO—"Hello! Another doctor! Hadn't you better hold a consultation?"

GERMAN SURGEON—"Well, to tell the truth, I hadn't thought of consulting these other gentlemen. I rather meant to operate on my own account. Still, if there's a general feeling in favor of a conversation——" —*Punch* (London).

VIEWS OF THE MOROCCO TROUBLE.



GERMANY'S SECOND ARGUMENT IN THE MOROCCAN QUESTION.

The cruiser *Berlin* replaces the *Panther* at Agadir. She has a displacement of 3,250 tons, carries ten 4-inch guns, and a crew of 268 officers and men.

This part of the German program leaves out one of the principal signatories of the Algeciras Treaty, namely, England, and *The Spectator*, quoted above, quite reflects the opinion of the British people, of Balfour and his party, as well as of the Ministry, when that paper places Great Britain in the post of umpire, and says grandly:

"We can not profess to judge as to what terms France should or should not make with Germany. All we can say is that we ought not to prevent any such bargaining so long as France acts with a view to her own interests and not under compulsion. If France comes to us and says, 'We have arranged things with Germany,' we shall be glad. If, on the other hand, France tells us that Germany is making impossible suggestions, and following her quite unprovoked aggression in Morocco by what are in fact blackmailing demands, then we must tell France that we shall stand by her to the end. . . . It will be actually easier for France to make some minor concession to Germany to save Germany's face if we have shown unmistakably that we shall stand by her to our last ship, our last man, and our last shilling."
—*Translations made for* THE LITERARY DIGEST.

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HINDUS FLOURISH IN CANADA

IT IS NOT GENERALLY realized to what a large extent Western Canada recruits its population from the Far East. European immigration to the Pacific Coast must necessarily be limited by considerations of distance and expense. Hence British Columbia looks to China, Japan, and, lastly, to India, for foreign additions. Hindus have been the latest and in many respects the most welcome importations. They have been fortunate enough, says *The Daily Times* (Victoria, B. C.), to secure an excellent Moses in Dr. Sundar Singh, a graduate of Glasgow University and for some time on the staff of Westminster Hospital, London. He is the guide, philosopher, and friend of the Hindus in Canada and advises them, is a religious leader and an example to them from patriotic and moral motives, for he lives at Victoria on his own means. In an article in the Victoria *Daily Times* Walter W. Baer gives a good account of these "swarthy, whiskered, dark-featured" foreigners "with piercing eyes and striking countenances," who are now "sharing in the ordinary pursuits of livelihood" in British Columbia. He says from information given him by Dr. Sundar Singh:

SUNDAR SINGH, M.D., D.SC.

An Anglicized Hindu, the Moses of his people's emigration to Canada.

"The present Hindu population of Canada numbers about 5,000 souls, all men, for no women are allowed to accompany them to Canada or to follow them after they have arrived and settled. These are resident entirely in British Columbia, and chiefly in the cities of Vancouver and Victoria and on the farms in the neighborhood, where they are industriously employed in the many forms of manual labor for which they appear to have both special adaptation and desire."

He proceeds to describe their character and adaptability to their new environment, as follows:

"The Hindus we have in the province to-day are adapted to the conditions, they are in harmony with their surroundings, they are well thought of and in demand as farm laborers and for other forms of manual labor. To be more than this they do not seem to aspire. They are frugal, temperate, law-abiding citizens, loyal to their employers and manifesting a commendable desire to acquaint themselves with our language and national ideals. They are acquainted somewhat with British constitutional government, and have a most ready perception of the essential features of those under which we live. They have no alien allegiance to forswear and nothing could ever compel them to be other than British subjects. As many times before they fought for Empire and their fathers laid down their lives in defense of the British sovereignty, so they would again, and for no other. They have not tried to go to the United States because since coming to America they have learned more intimately that Canada is a British country and the United States is not. British territory and British institutions are good enough for them; they have no desire to experiment with other forms of government.

"So they have acquired property among us, and all of them are on the way to naturalization, tho that seems a strange thing to have to say. That British subjects, the sons of those who held, compact and intact, the British power in India, should have to go through just the same process in order to become a British subject in Canada as has a Japanese, a Chinaman, or a Swede, is something which puzzles them notwithstanding their training in esoteric and mystic religions."

The most extraordinary feature of the Canadian Immigration Law is that it forbids East Indian immigrants to bring their wives with them or to send for them while other Orientals are permitted to live in polygamy. Mr. Baer can scarcely contain his indignation as he writes the following sentences:

"The Hindu is a monogamist by tradition and practise; as faithfully so as the Anglo-Saxon. Yet he is not permitted to bring his wife to this country, and no female child of his may come near enough to smile into his eyes. He must move among the sights and hear the happy domestic songs of those for whom he labors, but he must be allowed only to think of those who are equally dear to him and as much a part of his own life as are our loved ones of ours. But his are in a faraway land. He must not be guilty of an overt look, much less an overt act, lest he be considered a menace to our social safety. Not many Europeans could stand the strain of similar conditions, and yet we aggravate the discrimination in his case by permitting really less desirable and trustworthy people of other and alien nations to foster their home traditions and companionships even when their social and domestic habits defy our notions of propriety. I do not believe there is any sane man or domesticated woman in Canada who will be found to say that this is right."

MINING TO CIVILIZE CHINA

CHINA is at last to become a mining country, says *The National Review* (Shanghai), which remarks that the two great peaceful agents of civilization are the locomotive and the miner's pick. In America, Australia, and Africa the pick preceded the locomotive, notes the writer; in China, on the contrary, mining has only recently been developed. Yet mining promotes progress in as many ways as locomotion, he argues. It requires scientific skill of a high order, it brings capital into the country, and furnishes to home industries the raw materials which would otherwise have to be imported. China has long been behind in this field of enterprise, yet no territory on earth is better endowed with mineral wealth, and we read:

"China possesses a huge store of minerals. Almost every province in this Empire is heavily mineralized and almost

THE WRITING ON THE GREAT WALL.

—*National Review* (Shanghai).

every mineral known to mankind can be found somewhere or other throughout her 4,000,000 square miles of territory. And yet China is importing coal and iron and every sort of commodity

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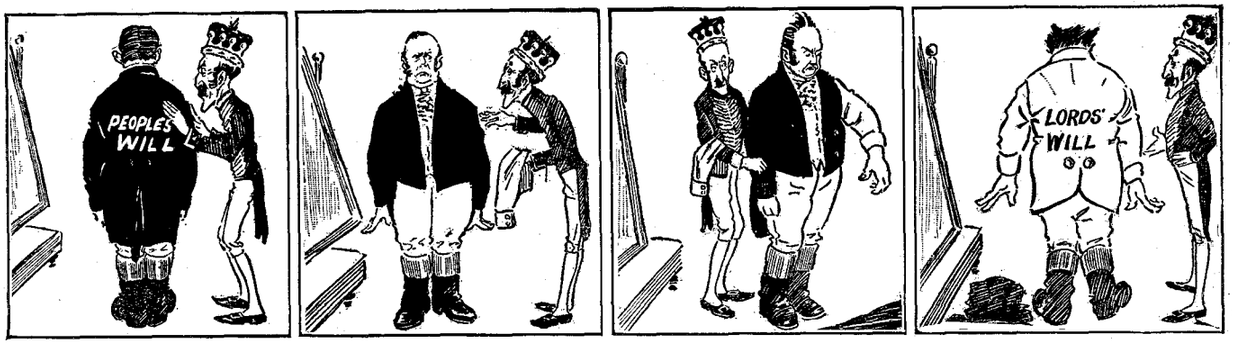


A little here, A little there,
The slightest alteration.

Indeed I think a new sleeve here
Will ease the situation.

Another here to match the last.
Now do not be offended.

The body's wrong, that I've renewed,
The buttons stay—they're splendid.
—*London Daily News.*

A SLIGHT ALTERATION.

involving the use or application of minerals. Many millions of gallons of petroleum are imported annually, and yet China possesses what may some day prove to be the vastest oil-fields of the world. She has recently borrowed some £20,000,000 sterling, and yet she owns gold-fields of equal value to any known in history. When we consider these facts, to say nothing about any other of the multifarious applications of the same incidence, we feel more than justified in attaching even greater importance to the work of the pick in China than to the use of the locomotive."

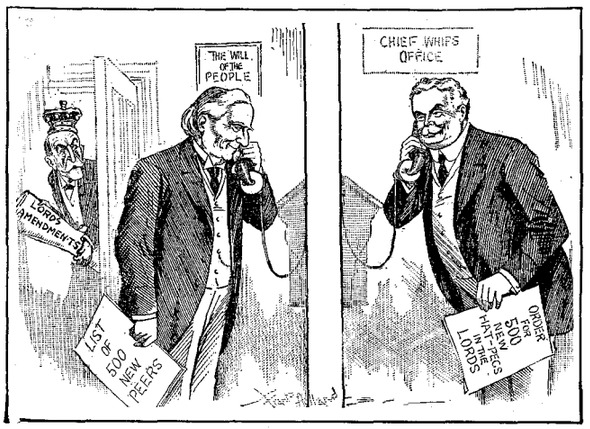
As China has no capital and no expert mining engineers, she has recently accepted "the only solution of the mining problem—the employment of foreign capital and the foreign expert." *The Review* encourages her to let the good work go on.

Every facility should be given to Americans and Europeans to enter into Chinese mining operations with the same ardor that they have shown in subscribing to the Imperial Chinese Railroad. The foreigner is to be protected in his person, his property, and his political rights as a citizen of his own country. Even if this necessitates a change in the laws of China, it must be accomplished, so that "by the pick and shovel, the drill and the dynamite," the country may "open up the great treasure-house of wealth lying beneath her age-long pioneered and cultivated terrain." The Government and the people have at last seen this, we are told, and mining, which will produce wealth, bring in Western science and mechanical skill, and broaden the national outlook, has at last become as real a thing as the railroads in Manchuria.

SNAGS IN THE WAY OF CREATING LIBERAL PEERS

THE HOUSE OF LORDS, declares the Paris *Soleil*, originated in the batch of Norman barons who landed at the Conquest. It was represented by those sturdy and half-democratic nobles who forced King John to sign the Great Charter at Runnymede, and was expanded when the first Tudor, Henry Seventh, founded a new dynasty on the ruins of the House of York. It has since been recruited by the enrolment of men eminent in trade, finance, literature, and administrative genius. It is now proposed to increase the number of noble lords still further. But the somewhat desperate expedient of depriving the House of Lords of the veto by the creation of five hundred, what the London *Tablet* styles "puppet peers," to vote on the Liberal side, "is less simple than it seems," that paper declares. There are difficulties real and solid in the way. The London *Times* declares that great jealousies would be caused, and present Liberal peers would demand higher rank for themselves. Besides, the peer must be a rich man, and many rich men would prefer to remain commoners rather than take a title merely to serve an occasional purpose. The opinion of the "Thunderer" with regard to the views of titled Liberals is thus stated:

"These Liberal barons consider, first, that the new creation should be confined to baronies, and, secondly, that if and when the new creation became a *fait accompli* they themselves should



AN OVERHEARD CONVERSATION.

ASQUITH—"Are you there, Elibank?"

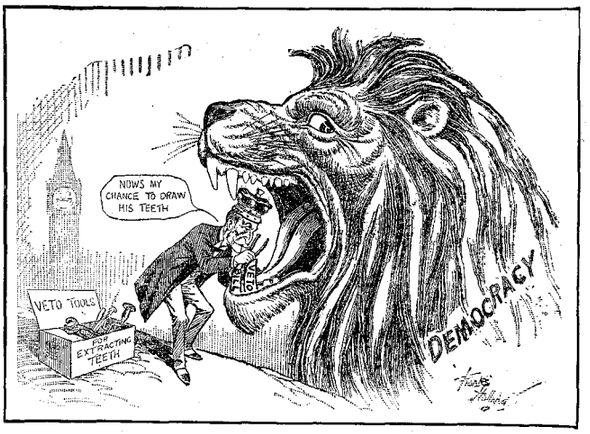
THE MASTER OF ELIBANK (Chief Government Whip)—"Yes, sir—*all there*, I hope."

ASQUITH—"Have you arranged for those five hundred new hat-pegs in the Lords?"

ELIBANK—"Yes, sir; they're all fixt up."

ASQUITH—"Good! Now we're ready!"

—*Reynolds's Newspaper* (London).



IN THE LION'S MOUTH.

(An unfinished fable of the day.)

A certain nobleman, gifted with hereditary wisdom, desiring to draw the teeth of a powerful lion, conceived the brilliant idea of enraging the animal until it opened its mouth to growl, when the nobleman proceeded to perform the operation of removing its fangs. But, unfortunately, it was near closing time, and— —*Reynolds's Newspaper* (London).

PROLETARIAN VIEW OF THE DIFFICULTY.

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be made viscounts. The meager history of movements in the past in favor of a special creation of peers for political purposes scarcely affords anything in the nature of a precedent; but such precedent as may be adduced is in favor of the calling up first of the eldest sons of peers. This is an additional reason why some Liberal peers of recent creation, who have had as yet but little time to enjoy their new position, desire viscounties —that their sons, as well as a number of other Liberals, would be made barons, and their own dignities correspondingly diminished in value. If Mr. Asquith values his peace he will, when he makes his new peers viscounts, convert the existing Liberal barons into dukes."

Of the qualification of wealth, which is considered absolutely necessary, *The Evening Standard and St. James's Gazette* (London) sarcastically remarks:

"The five hundred are not so easy to select as a superficial observer would imagine. They must really have some qualification besides that of being a Radical with an extra thick skin and no sense of humor. In the first place, they must be persons of some means. The King can not decently be asked to confer coronets on gentlemen without resources of their own. Otherwise we might have to lend our advertisement columns in the future to this kind of announcement:

> PEER (RADICAL) seeks situation in RESPECTABLE FAMILY. Boots, knives, small garden, and would make himself generally useful; could dine with family when required. Own dress suit, in good condition.
>
> LIBERAL VISCOUNT, with experience of Grocery Trade, would be glad to obtain any POSITION or TRUST. Steady Man and Total Abstainer; voted against Licensing Bill: has been a Passive Resister. Title genuine, and guaranteed by *Lib. Cent. Office.*

"Of course this would not do; so the Five Hundred ought to be rich men. And tho there are plenty of wealthy Radicals with souls athirst for titles, they are showing a certain reluctance to get them this way."

The present Liberal peers, who have earned their rank in that they "have done the state some service" do not like the admission into their ranks of those who are mere dummies and puppets, declares this organ, and continues:

"Then there is that nasty jealousy of the existing Liberal peers of which we hear. Some of these nobles have made considerable sacrifices, moral and material, for the baronies they adorn. Now they are showing temper because their well-earned distinctions are to be cheapened by the admission of these hundreds of new barons in buckram, with whom they will be confused by an inattentive, and perhaps derisive, public. How, indeed, distinguish between Lord A., who fills our cruets with a wholesome condiment, and has been ennobled for substantial causes not unrecorded by the Liberal Whips, and Lord B., Radical tradesman without even a motor-car, who is on the Master of Elibank's catalog? If the new men are barons, the lords of the older creation suggest that they ought to be viscounts or even belted earls. Why not make all the new peers dukes? This would satisfy legitimate ambitions; and we should always be able to distinguish the few real old ducal families—the Sutherlands, Hamiltons, Devonshires, Portlands —from these emergency peers. His Grace Duke Snookson would be all right, and if some flippant people did say His Disgrace, one can't help that.

"Then there is the worst trouble of all. 'I can call spirits from the vasty deep,' says *Owen Glendower*, in 'King Henry IV.' 'But will they come when you do call for them?' asks *Hotspur*. Mr. Asquith may send his Radical placemen into the House of Lords; but he can not be certain that they will remain Radicals when they get there. Everybody knows that no sooner has a Liberal been turned into a nobleman than he turns Conservative, and ungratefully votes against the authors of his aristocratic being."

But of course the House of Lords has the right of refusing to admit members concerning whose rights and qualifications it is not satisfied and "a new bombshell has been cast into the Liberal camp," says *The Tablet*, quoted above, "in the form of a suggestion that when the new peers are created the Committee of Privileges of the House of Lords may intervene and deny the validity of patents created for an unconstitutional purpose."

RUSSIA WOOING UNCLE SAM

RUSSIAN STATESMEN and publicists are casting kindly glances on the great Republic of the West, which once was the object of Slavic distrust and displeasure. In fact Russia seems inclined to fall in line with American ideals. The marvelous success of the Union, both as a political and commercial power, is exciting emulation at St. Petersburg and a desire for friendship, we are told. The spirit of reconcilement with our Government pervades all Russian comment on American relations. As if to help usher in this era of good feeling, *Novoye Vremya*, *Rietch*, and other prominent St. Petersburg dailies devote columns to its interpretation. Both economic and political reasons are urged for a closer relationship between the two countries. To quote from *Novoye Vremya*:

"Tho by blood Russia is most unrelated to America, the former is frequently compared with the United States, and the comparison is not without interest. Both countries are somewhat similarly situated in their respective continents; both possess vast land areas and extraordinary populations; both abolished the institution of slavery at the same time; and both abound in cultural possibilities that seem unlimited. The autocratic Empire and the confederated Republic, moreover, are not so very unlike even in principle. American liberty ends where arbitrariness begins; our liberty begins where arbitrariness ends. The President of the Republic, tho elected, exercises many autocratic powers. If we here rail at bureaucracy, are not the people in America even more embittered by plutocracy? Russia's future is indeed enveloped in darkness, but is that of America quite clear?"

A far more moderate view of these seeming resemblances, however, is taken by *Rietch*, which admits that the different emphasis placed upon individual initiative and government administration in the two countries places "the two great friendly democracies at two opposite poles of sociological classification." To quote further:

"To be sure, American sympathy in our recent war with Japan was not on our side. Our opponents and rivals in the Far East very cleverly availed themselves of the general antipathy existing throughout the civilized world against our old-fashioned political institutions. The Russian people were confounded with official Russia, and it was the latter that incurred the enmity of American public opinion. The Japanese, on the other hand, appeared as the bearers of political liberty and civilization in the awakening East—pioneers, as it were, of European culture.

"Then did American sympathy turn completely in our favor. Then, too, was conceived the plan of a systematic contest against Japan's increasing influence in the Far East."

Explaining away all recent misunderstandings between Russia and the United States, this paper intimates that the blow delivered by Secretary Knox's famous note concerning neutrality in Manchuria was really aimed at Japan, but that Russia, mistakenly taking it on its own account and answering it, shielded America's and Russia's mutual enemy from its fatal force. This unfortunate misunderstanding, it concludes, is the more deplorable as American and Russian interests in the Far East never clashed. Hence Russians contemplate an alliance with the United States as a means of crushing the yellow kingdom of the Mikado by the coalition of white forces. In fact, the *Novoye Vremya*, a government organ, frankly acknowledges that a *revanche* on Japan will naturally come from such a coalition, and we read the following significant hints:

"If we Russians know what lies to the northwest of Japan, Americans are, of course, well acquainted with the area 'to the East of India.' The establishment of friendship between Russia and America . . . will find a basis not only in the natural solidarity of Christian and white races, but also in the real interests of their common world-politics."

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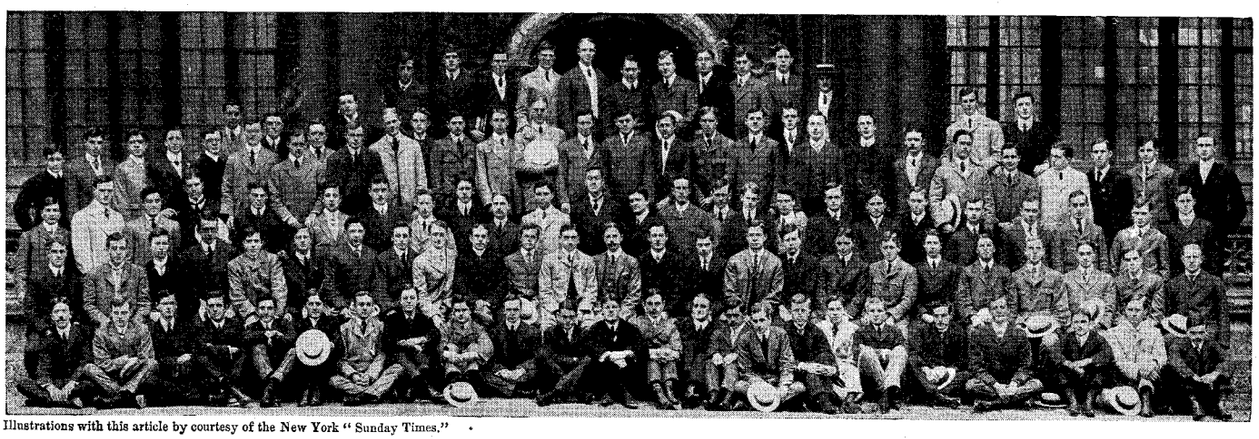


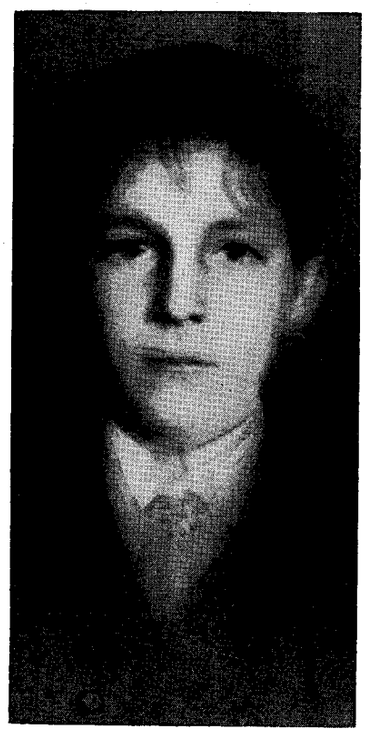
Illustrations with this article by courtesy of the New York "Sunday Times."

DO THESE AMERICAN STUDENTS LOOK ALIKE?

Foreign observers have commented on a curious facial resemblance between Americans of similar education, and Mayor Gaynor in a recent address declared that our public schools are giving their pupils "a uniform mind" and thereby "a uniform face." The researches of Prof. Franz Boas and Dr. Maurice Fishberg lend some support to this view.

ARE AMERICANS GROWING ALIKE?

IN A PUBLIC address on last Fourth of July, Mayor Gaynor of New York stated that the public schools were giving their pupils a "uniform mind" and thereby a "uniform face." That he was formulating an observed scientific fact probably occurred to few of his hearers, yet, according to a writer in the New York *Times* (July 9), this was the case. It is only of recent years, says this writer, that scientists have come to realize this truth, but it rests to-day on good ground. A uniform education makes people "look alike." The words "As a man thinketh, so he is" have always been taken in a spiritual fashion, but they appear to be about equally true when applied to the physical side of life.



THE TYPICAL NEW YORK SCHOOL-BOY.

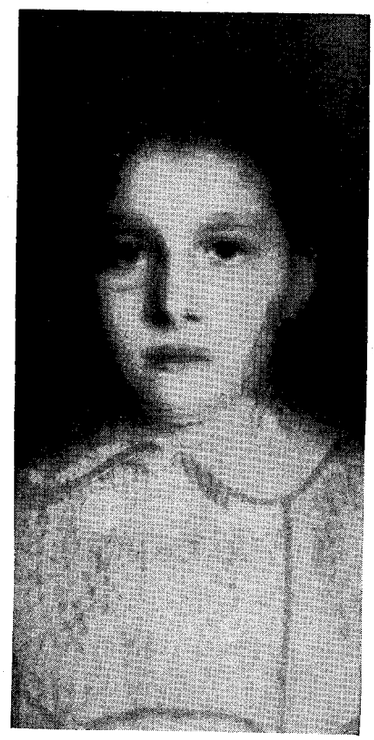
A composite picture of twenty-five boys of different nationalities.

"'For my part,' said the Mayor, 'it seems to be now that the children of all nationalities in the schools come out with a face different from that of their forefathers. The noses of some are a little shorter and of others a little longer, and the high cheek bones go down a little in others, and an American face is even now coming out of the common schools, because the mind, you know, does affect the body beyond any doubt whatever, whether in sickness or in health, and in that way we are getting also a uniform mind.'

"When Prince Henry of Prussia was over here he and the members of his suite made a similar observation, reported by Admiral Evans in his account of that famous trip in 'An Admiral's Log.' It was at the University Club reception to the Prince, and scores of college men filled the room. The Admiral tells that the Germans were interested and even excited by the discovery that their hosts bore a similar likeness to one another.

"'You are developing a college type in this country,' they said, 'a type distinctively American and unlike the university man of Europe.' Admiral Evans says that the remark made him thoughtful at the time and had given him food for meditation ever since. He has come to the conclusion now that he could even tell an American college man's back, tho he met him in the wilds of Africa or in the jungles of the Philippines.

"The German visitors are not alone in remarking the curious facial resemblance of Americans of similar education. Throughout Europe the type is known perhaps even better than it is here where there are so many of us we can hardly stop to analyze. Frenchmen and Italians note it."



THE NEW YORK SCHOOL-GIRL FACE.

A composite picture of twenty-five girls of different nationalities.

Two men, the newspaper writer goes on to say, have studied this question exhaustively, Prof. Franz Boas of Columbia University, who is still preparing for publication his remarkable findings as to the change in the head-shape of immigrants, and Dr. Maurice Fishberg, who has made extensive studies along much the same line. Dr. Fishberg, in an interview, called attention to the fact that what people call "features" is nine times out of ten expression. Races have their peculiar expressions, the result of economic and social conditions. Change these conditions and the faces of the people appear to change. So it would be, Dr. Fishberg thinks, with all immigrants taken out of their racial environment. This does not mean a change in actual features, because features do not play nearly so great a part in

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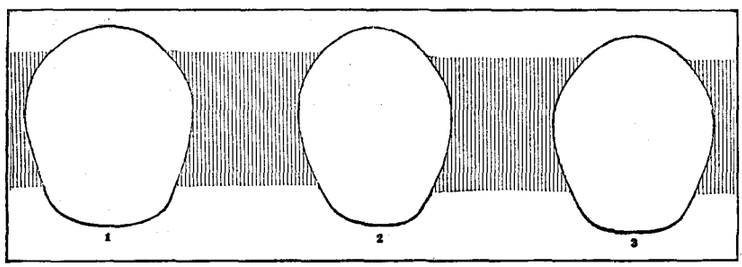
"looks" as people think. Professor Boas' investigations, also, have shown a tendency in the children of immigrants, born in this country, to vary from the parental type in certain ways. We read:

"Professor Boas holds that his investigations tend to show that there is an actual modification of the physical type, and that it begins to take place very soon after the arrival of the parents. Children born shortly after the landing of their parents in this country begin to differ from the so-called racial type, and these differences, beginning in childhood, persist through life.

"He studied very carefully the children born in Europe, their brothers and sisters born here, and finally their parents. Even the head-form, which has always been considered one of the most stable and permanent characteristics of human races, undergoes far-reaching changes due to the transfer of the races of Europe to American soil. The East European Hebrew, who has a very round head, becomes more long-headed; the South Italian,



From Professor Boas' report to the Immigration Commission.

HOW AMERICA SHAPES THE HEADS OF HER ADOPTED CHILDREN.

Fig. 1 shows the extreme broad-headed type of immigrant, the East European Hebrew.
Fig. 2 shows the extreme long-headed type of Sicilian immigrant.
Fig. 3 gives the shape of head toward which the American-born children of both races tend.

who in Italy has an exceedingly long head, becomes more short-headed, so that both approach a uniform type in this country, so far as the roundness of the head is concerned. . . . . .

"'From a practical point of view' [said Professor Boas], 'it seemed all-important to know whether American environment had a favorable or unfavorable effect upon the descendants of immigrants.

"'The investigation has shown much more than was anticipated. There are not only decided changes in the rate of development of immigrants, but there is also a far-reaching change in the type—a change which can not be ascribed to selection or mixture, but which can only be explained as due directly to the influence of environment. . . . . .

"'The influence of American environment upon the descendants of immigrants increases with the time that the immigrants have lived in this country before the birth of their children.

"'We have proved this statement by comparing the features of individuals of a certain race born abroad, born in America within ten years after the arrival of the mother, and born ten years or more after the arrival of the mother. It appears that the longer the parents have been here the greater is the divergence of the descendants from the European type.

"'The approach of the Hebrew and Sicilian types becomes very clear when we divide the American-born descendants into those born less than ten years after the arrival of the mothers and those born ten years and more after the arrival of the mothers. The children born after ten or more years' residence showed a more marked difference, a greater tendency toward a common type, than those born earlier.'

"The change that takes place is not always for the better. The East European Hebrew improved physically. There is, Dr. Fishberg has found, a difference in favor of the American children of nearly an inch and a half in height, compared with those who have remained in Europe. On the other hand, the Italian children pay dearly for the shortening of their heads and the widening of their faces. They are not as sturdy as were their forefathers in their mountains.

"This decline, however, is partially offset by another consideration. The physique of children in small families is better than the physique of children in large families, according to an investigation made by Professor Boas which covered all classes of society, and families tend to be smaller here than in Europe.

"The power of America to absorb is apparently even greater than was supposed. Henry James, when he came over and wrote his impressions of his native land after many years' absence, said that it seemed to him a great dye-pot in which all nations were plunged, to come out a uniform tint. He found many Italians, but somehow the Italian grace that charms in Europe was gone. Going into American business, the children of music and art had become like the rest of the American world."

THE BIRTH OF THE MIND

AS THE RESULT of a series of experiments on over a thousand new-born children in New York recently, Dr. Frederick Peterson concludes that while some mental characteristics do not develop until after birth, some are present at birth and others exist, at least potentially, and perhaps even actually, before birth. Moreover, all children are alike in these respects, so that so far as their stock of mental impressions goes they are actually "born equal." Experiments of this kind have been carried out before, but never on more than fifty infants at a time. In the present case, tests were devised to determine the first appearance of the various senses and sensations, and the material observed was carefully classified as regards the age and maturity of the infants, and according to certain extraneous circumstances. Says *The Medical Record* (New York, July 8), in an editorial report:

"Sensibility to light seems to be present in most infants at birth, and this is the case even in those prematurely born. The optic nerve is even prepared to receive impressions some time before birth at full term. Sensibility to sound was found to be quite as apparent as sensibility to light at birth, for 276 normal white children reacted to sound on the first day of life, and 146 reacted to light. A similar condition existed among the premature infants, many reacting to sound on the first day as well as to light. The auditory nerve is, therefore, likewise prepared to receive impressions of sound before the period of normal birth. This seems wholly contrary to the opinion of other authorities. The gustatory nerve was found to react differently to salt, sweet, bitter, and sour substances at birth. . . . The olfactory nerve was observed to receive impressions in new-born children at term, and likewise in premature infants. Reactions to touch, temperature, or other painful stimuli were present in normal as well as premature infants, but Peterson believes that sensitiveness to painful stimuli, altho present, is more vague and uncertain than in later life, which leads many to assume that the sense of pain is dulled in the new-born. An interesting fact was also observed as regards the sensations of thirst and hunger, which were frequently noted on the first day, altho the actual need of food was sometimes apparent only after the first or second day. Discomfort seemed to be clearly marked when nourishment was not forthcoming even in some of the premature infants.

"There seems to be good ground for believing that the new-born child comes into the world with a small store of experiences and associated feelings and shadowy consciousness. The fact that even in premature infants the senses are found to be prepared for the reception of impressions is believed by Peterson to constitute evidence that such impressions have been already received and stored in the dim storehouse of a memory already begun. He even goes so far as to say that possibly some sort of vague light impressions have been received, on the supposition that in the interior of the body alternations of day and night may, in a mild degree, be manifested. He bases this supposition on the transillumination of the hands by a candle, and of the frontal sinuses and antrum by the electric light, claiming that sunlight will attain an even greater penetration than any artificial light. He believes that there is even a greater possibility in the stimulation of the auditory sense by sounds produced within the body of the mother, possibly through the medium of bone conduction."

In addition, the writer believes that all children start out in life on a common plane, as he discovered no differences

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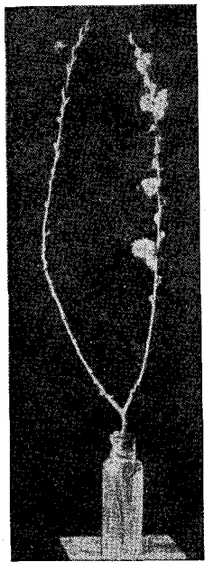
in this respect between the children of different parents, or between those of different races, even between negroes and whites.

HOT BATHS FOR PLANTS

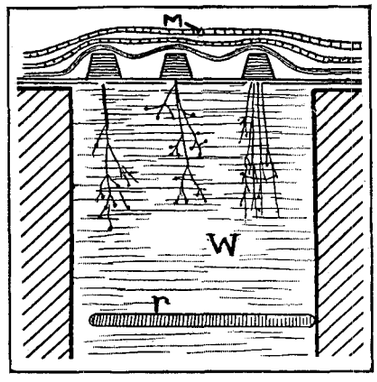
AN EFFECTIVE WAY of forcing hot-house plants is to give them hot-water baths. High temperature thus applied is found to act much more speedily and surely than in any other way. A writer in *Ueber Land und Meer* (Berlin) explains the method and its results as follows:

"This [method of forcing] depends on the treatment of the organisms with warm liquid media. It is well known that the influence of temperature on a living thing depends very largely on the medium in which and through which it works; in other words, on the way in which the temperature is applied. Just as water of a high temperature—a hot bath—has a different effect on both men and animals from air of the same temperature, so it affects plants differently to be immersed in warm water and to be warmed in the ordinary way. An illustration [at the foot of the page] shows two branches of the common syringa. . . . The one on the left was given, about the middle of November, a hot-water bath of 95° F., and at Christmas it was in full bloom. The right-hand branch, which, except for the bath, had the same treatment as the left . . . remained cold and without flowers.



The catkins on one twig of this willow branch are the result of a hot bath. The other twig was not bathed.

"Still more striking is the way in which the experiment was tried in the case shown in the first picture. Half of a forked branch of pussy-willow was given a hot bath . . . and the whole was then placed with the end in a bottle of water at the ordinary temperature. In eight or nine days the bathed half was covered with catkins as in early spring, while there was no change in the other half.



PLANTS ENJOYING A HOT BATH.

"The way in which practical gardening makes use of this kind of plant-bathing may be seen from the second picture. Flower-pots are inverted over the hot-water basin (*w*) and rest on closely parallel slats of wood, so that only the plants are immersed; the pots, with the earth and roots, remaining dry, the water is heated by means of the flue (*r*), and mats (*m*) are laid over the bottoms of the flower-pots to prevent loss of heat."—*Translation made for* THE LITERARY DIGEST.

ABANDONED RAILROADS.—There are no less than eighty-one abandoned railroads in the United States, according to records for 1910, says the San Francisco *Chronicle* (July 15). Quoting from *The Railroad Men's Magazine*, it gives the following information:

"From eighteen the rails have been removed, and thirty-four are described as 'not in operation,' or 'operations suspended.'

"By way of example, there is the Hecla and Torch Lake Railroad of Michigan, which was abandoned in spite of the fact that it possest fifteen locomotives and 800 cars. It was the property of the Calumet and Hecla Mining Company, and ran from Calumet to Lake Linden, chiefly in connection with the transportation of ore. Then the time came when there was no further demand for its services, because there was no more ore, and so it shut down.

"The Forest City and Gettysburg Railroad of Pennsylvania was started by a group of promoters, so it is said, as a tryout of the transportation financial possibilities of the tract of country through which it passed. No stocks or bonds were issued, in which respect it was probably unique. The experiment was a failure, and its operation was suspended. It will be reconstructed, and lengthened probably.

"One of the smallest and, perhaps, most unprofitable railroads in the United States was the abandoned Kentucky Northern, that ran from Sincoe, Ky., to a junction with the Louisville and Atlantic Railroad, a distance of eight miles. It was incorporated in May, 1902. From the first it proved to be a drain on the pocketbooks of the stockholders. The surrounding population seems to have disliked the line. Not enough passenger tickets were sold and not enough freight was shipped to pay for the keeping of its one locomotive, its lone passenger coach, or its solitary flat car.

"In the year ended June, 1908, its operating-expenses were $12,333, and its net earnings $697. About this time it was concluded that the wisest plan would be to abandon the road.

"A whole group of railroads that once had their terminal in Cincinnati have either had their rails taken up or are not in operation, the reason being their practical absorption by near-by large railroad interests."

A PLEA FOR THE SARDINE

IT MATTERS NOT whether the "sardine" is or is not the real pilchard of Sardinia to which this name properly belongs; the main thing is to have him packed in oil. We ought to eat more oil, thinks a writer in *The Lancet* (London, July 8), and the "sardine"—be he really herring, sprat, or what not—gives us the opportunity and the excuse for doing it. Oil, says this writer, is commonly excluded from a modern diet, for some reason difficult to find. A bland fat, he tells us, affords an excellent physiological balance to nitrogenous foods and the reasonable use of such a food will help us to avoid many ills, especially those associated with wasting diseases and gouty dispositions. We read:

"It prevents the overloading of the tissues with nitrogenous waste products and a digestible fat favors nutrition considerably. The sardine supplies also an excellent proportion (25 per cent.) of nitrogenous material, and so it becomes a real and economical food. In addition to this the sardine has appetizing qualities, and where appetite serves, digestion follows. Luckily, its preservation in the cooked state in oil precludes contamination, even altho it is brought to our shores in the tin. We have examined a great number of samples of tinned sardines, but not once have we been able to find the slightest evidence of metallic contamination or of objectionable preservatives. The tins consist of no worse metals than iron and tin, both of which may

A BATHED AND AN UNBATHED SYRINGA.

The flowering bush was photographed fourteen days after it had had its hot bath. The other bush entered the race under exactly the same conditions, except that the bath was omitted.

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be regarded as practically outside the pale of poisonous metals. Oil is, besides, an effective guard against these metals being attacked. Physiologically it counts for very little if the sardine proves to be not a 'scientific' sardine and the oil is not the oil of the olive. We have a suspicion that a preference would be exhibited for the genuine sardines and *l'huile d'olive*, but the fishes substituted for the real Sardinia pilchards are, generally speaking, still of the herring family, and the cheaper oil used is wholesome, consisting often of peanut oil or sesame or cotton-seed oil, which contain to a large extent the same fatty principles as olive oil. This view must not be regarded for a moment as favoring the practise of substitution in general, while obviously in this case the consumer is not injured nor is he seriously cheated. Neither what we know to be a herring or sprat is a true sardine, and cottonseed oil is certainly not *l'huile d'olive*. Strict ethical teaching, however, would require some declaration as to the exact nature of the goods. But if that demand were enforced there would soon arise an unnecessary prejudice against the substitutes, which after all are very closely related to the genuine articles, and which are equally palatable and nutritious. If the real sardine were as abundant as its congeners the position might be different. As it is we may be grateful for a plentiful and cheap supply of this appetizing morsel, whether sardine, sprat, or herring."

WHERE DOES THE GOLD GO TO?

THE AVERAGE CITIZEN sees little gold. Considerable of it meets his eye in the shape of very thin leaf, spread out as a decoration in hotel corridors and on sign-boards. Possibly he has a gold watch, and his wife owns a ring or a brooch or two. Once in a while a gold coin gets into his hands, and he rids himself of it as quickly as possible, for fear he should pass it off for silver change. And yet new gold to the amount of 500 million dollars' worth comes into the world every year, about half of which is employed industrially and the other half is coined. What becomes of it? And why do we not see more of it? In an article contributed to *La Nature* (Paris, July 8) Mr. L. De Launay attempts to answer these questions. He writes:

"Gold is a very special kind of commodity, which long habit makes us regard as still more peculiar than it is in reality. It is a commodity, and whoever has thought a little about it has realized that when we exchange gold for wheat, cotton or another industrial metal, the two products of the soil, put up one against the other, are in reality comparable. As Montaigne said, When I play with my cat, who knows whether my cat is not playing with me? We pay for the wheat with the gold; but inversely, the gold is paid for with the wheat. Being merchandise, gold is thus subject to the law of supply and demand, and its price must vary with conditions. We notice this little, because the gold standard is now almost universally adopted, so that a convenient convention leads us to attribute to gold a fixt price . . . and all other substances appear to vary with relation to this one value. It is a simple question of relative movement; but the accident that has happened to silver, once endowed with the same privilege, might some day happen to gold; and conceivably platinum might be able to occupy the point of advantage. Theoretically it is easy to conceive that a rise in the value of gold should show itself by a simultaneous and proportional fall in the values of all substances purchased with gold. Practically so many other factors influence these fluctuations of price that economists often have trouble in ascertaining their exact direction, bearing, and origin. It is none the less true that when the mines throw on the market every year $500,000,000 of new gold, this gold must find an outlet. How is this found? What becomes of the gold? These are questions that more than one of our readers has surely asked."

An attempt at an answer is made by Mr. de Launay, using a recent interesting investigation by André Touzet.* We have room only for his general results, but some of the comments that he makes in passing are of interest. For example, he thinks that the fact that the movement of raw gold is chiefly to London is to be explained by the fact that three-quarters of it goes to English-speaking countries. Then, too, the greater speed of the English lines of navigation and the better organization of English commerce tend in the same direction, with the result that almost all the raw gold goes first through the hands of four or five London refiners, no matter to what use it is subsequently to be put. Michel Chevalier once predicted a great fall in the value of gold by reason of the discontinuance of its industrial uses. On the contrary, these have increased steadily, altho the use for money has increased at an even greater rate. To quote Mr. de Launay's conclusion:

"If we return to the question asked at the outset; namely, What becomes of the new gold, we see that a part, varying from a half to a third with the cost of extraction, and also with the changes in public prosperity, passes into industry. Of the rest, which is coined into money, a very large proportion finally reaches the great government banks. Thus, in the ten years from 1900 to 1910, of a total production of $3,800,000,000, more than $1,800,000,000 went to swell these reserves, increasing them from $2,400,000,000 to nearly $4,400,000,000. . . . And if to the government banks or treasuries we add the great credit establishments of the whole world, we find that a very small proportion of the gold mined finds its way into the purses of individuals, which thus corresponds to the natural economic idea of considering gold as a simple token, of a nature, form, and concentration that are particularly convenient, all exchanges of a certain importance being preferably regulated by means of instruments of credit."—*Translation made for* THE LITERARY DIGEST.

"MOUNTAIN-SICK" AUTOMOBILES

THE RAREFACTION of the air and its consequent lack of oxygen at great altitudes may affect a mechanical motor in somewhat the same way as it does the human organism. Persons who suffer from "mountain-sickness" are many, and motorists who climb into high altitudes and feel affected by the rare atmosphere find that their cars are frequently mountain-sick, too, and for the same reason —lack of oxygen. To operate an explosion motor such as is used in gasoline motor-cars, an explosive mixture of air and vapor must be formed in the cylinder just before each piston-stroke, and the proportion of atmospheric oxygen admitted needs to be very exactly regulated. Says a writer in *Cosmos* (Paris, June 3):

"The air being rarefied, the mass of the detonating mixture that is drawn in and then acts on the piston is smaller than at sea-level. It may be said that in an explosion-motor the power developed is proportional to the pressure indicated by the barometer; at 18,000 feet the barometer falls to half its normal height (or to about fifteen inches), and an automobile or aeroplane motor will give only half its normal power. Again, at great altitudes, water boils below 212 degrees; it evaporates and does not stay in the radiator; the cylinders thus run the risk of overheating.

"Our contemporary, *Omnia* (May 20), reports the misfortunes of an automobilist at Quito, the capital of Ecuador. Quito is at an altitude of 9,000 feet, and is on so abrupt an elevation that when the traveler goes a little way beyond it he descends far toward the plain. A trip of any distance means a descent of three or four thousand feet. The result is that Quito, which has about sixty automobiles, has not a single one that works well; if they are adjusted so as to run properly in the city, they have a very small radius of action. Besides, as water boils at 187 degrees F., and as the sun is often so hot as to roast eggs in the open air, motors are quickly stopt by overheating.

"Dwellers on the lower levels around Quito have other troubles to deal with, such as the extraordinary range of fire-arms discharged in the city above, . . . the propagation of sound to great distances (military music being heard five or six miles, and striking clocks thirty to thirty-five miles). Barometers seem indifferent to meteorologic variations. A 24 horse-power auto climbing to the heights refuses 8-per-cent.

* "The Industrial Use of the Precious Metals: an Economic and Juridical Study" (Paris, 1911).

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grades, and has to be pushed up by the passengers. The lamps go out from lack of oxygen unless a large hole is made around the wick.

"Practically it is necessary, in these automobiles, to increase the size of the radiator and to cool it by means of a powerful ventilator. The motor must be provided with special gear to climb hills. And, above all, to assure at every altitude a proper composition of the explosive mixture fed to the motor, a carbureting system is needed that will regulate the admission of air and gasoline according to the atmospheric pressure, or, more simply, a combination of several carbureters, differently regulated, which may be put into service by the chauffeur in succession, according to the indications of a portable barometer."—*Translation made for* THE LITERARY DIGEST.

ECONOMY IN MOTION

A SURPRIZINGLY large part of the cost of anything comes from moving it or its various parts about, whether in transportation of the raw material from source to factory and of the finished product to the market, or in the numerous complex movements executed during the processes of manufacture, or in assembling the finished parts. In his interesting book on motion-study, already mentioned in these columns, Mr. Frank Gilbreth has shown that almost every workman executes useless movements in doing his work. In other words, he is tiring himself out for nothing, and his employer is paying for passes in the air that do not add to the world's resources. The same thing is true of mechanical operations on a large scale. When we buy an article we are paying for a great number of these useless motions. In this case "every little motion" is far from having "a meaning of its own." Many of them are both meaningless and useless. By eliminating them both manufacturer and consumer will save money and no one will be the poorer. Says a writer in *Cassier's Magazine* (New York, July):

"Few people realize the important influence which the mere transference of a material has upon its ultimate cost. Coal may be purchased cheaply at the mine, but the moment it has to pass to some other place there is involved, not only the cost of railway transport, but, what are often far larger, the costs of handling at each end. One of the most prominent examples of the increase in efficiency by scientific management has been that of the economy possible in the proper shoveling of coal, but in the well-equipped establishment coal is no longer handled at all by any such primitive method as that of the man with the shovel; even at its best, such a system is far too costly.

"The dealer, manufacturer, or shipper who realizes that his profits must come largely from his economies simply can not afford to add to the cost of the material the excessive cost of moving it by hand; he knows that he must use some kind of mechanical appliance. The same is true of the steam-power station, in which thousands of horse-power are generated and where thousands of tons of coal must be got from boat or car to the furnaces. When it is realized that the saving in one year, in the handling of 25,000 tons of coal, was $6,000 by the use of proper machinery, it will be seen that the most scientific management does not lie in increasing the capacity of men, but rather in replacing them by mechanical appliances of far greater capacity and efficiency.

"Mechanical operations of the simpler kinds, in which the handling of materials may be included, represent principally the performance of work—that is, the lifting or traversing of a mass of material through a given distance—and hence it is entirely practicable to find out how much work is really involved in any particular job of this kind. This renders it possible to compare the efficiency of any one way of doing the work with any other way which may be under consideration, so that something may be learned about their relative value.

"The handling of coal, for instance, is a definite matter for any particular establishment; there are a given number of tons, the storage-bins are at a known elevation, and the time in which the coal is to be handled may be ascertained. How to do this work by manual labor, by conveyors, by industrial railway, or by some special method, has been the study of the engineer for many years. Manual labor, once the only method, has always been inefficient and costly, so that it is not surprizing that the early attempts to secure improved shop-efficiency began at this point. Various kinds of mechanical appliances followed, until, at the present time, the use of conveyors, of the type best adapted to the locality, has practically superseded human muscle almost entirely.

"The question of the best appliance to use, however, is often the critical point in the attainment of the best results for any particular service, and it is in this matter that the skill of the specialist engineer is exercised to the greatest advantage. Engineers who have devoted themselves almost entirely to this department of work have accumulated a stock of experience which the general individual could never expect to obtain, and in this storehouse of precedent there is found, in nearly every instance, the solution of any immediate problem which may appear.

"The great thing is to perform wholly mechanical operations by power-driven machinery, under the advice of specialists, and avoid the use of human effort as much as possible, except in matters of direction and control, thus removing the source of much inefficiency and using men's heads rather than their hands."

THE PROBLEM OF THE PASSENGER

EVERY ONE KNOWS that the problem of passenger transportation is a dual one—that of carrying persons from one city to another and that of moving persons about in one city, especially from their homes to their work and back. But it is not always realized that an important part of interurban transportation is the carrying of travelers from their starting-point to the place where they begin their interurban journey, and from the place where they end it to their destination. Thus, in the words of an editorial writer in *The Engineering Record* (New York, July 15), "the transportation problem is just as much municipal as it is railroad." He goes on to say:

"The average journey does not begin at the railroad-station, but at one's home or office. The most troublesome part for most people is in reaching the station; in other words, it is while on the local transit lines. The time has gone by in a large city when a central location for a station is needed, provided good local transit to and from it is provided. It is a matter of common talk in New York that the Pennsylvania Terminal will never be used as was expected until the Seventh Avenue subway is built, something which was promised long ago, and a convenient connection is made with the McAdoo tunnel system at Herald Square. At present it is hard to reach and consequently passenger business has apparently been diverted to other lines with terminals farther away but actually more accessible.

"Surface cars, subway and elevated trains, and automobiles have made a costly central location for a railroad something partaking as much of advertising significance as of real efficiency. It is just as convenient, and almost as quickly done, for instance, to reach the Lackawanna Terminal in Hoboken as the Grand Central Terminal in Manhattan, starting from the office of this journal on 39th Street between Seventh and Eighth Avenues. Yet the costs of the two terminals are too far apart to have any basis of comparison; those costs the public pays as part of the expense of traveling. This is not heresy from a disgruntled commuter, by any means, but the point of view of no less an authority than President Delano of the Wabash Railroad, whose strong arguments against occupying very valuable city property with passenger terminals were printed in this journal on December 18, 1909. In passenger traffic, just as in the freight business, it is vital to consider the part of the journey before the railroad is reached, and on this account the utilization of the streets again comes into prominence.

"Looking at the subject from any view-point, provided it is really comprehensive, it is evident that the best utilization of our streets for convenience and economy is rapidly becoming a matter of great importance and the old system of indiscriminate use is doomed to disappear. Already we keep certain kinds of travel off certain streets and we have many policemen assigned to the sole duty of regulating vehicular travel. But anything which requires close police regulation is strained; what is required are facilities so manifestly suited for different classes of travel that vehicles will classify themselves, except when driven by people ignorant of conditions or just stupid."

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SECESSIONISM IN THE THEATER

THE NUMBER of people who maintain that Shakespeare was Bacon seems in no danger of diminishing. What surprizes those who are content to believe that he was simply Shakespeare is that from here and there come claims that he was still something else. One of these is that he was a German, and a company of actors are billed to visit this country from the Fatherland during the coming season to prove this claim by the superior methods they employ in interpreting him. They are the newest thing going in the German dramatic sphere, and of course they wouldn't be sufficiently up to date to suit advanced tastes unless they were called "Secessionists." Max Reinhardt, of Berlin, and George Fuchs, of Munich, are the leading spirits in this organization, which proposes to produce a dozen or more of Shakespeare's plays besides an oriental pantomime named "Sumurun," the recent sensation of London as well as of German cities, and "the far-famed arena performance of the Sophoclean 'Œdipus.'" These announcements have filtered through the public press to us, and in the August *Theater Magazine* accounts of Reinhardt's theory and practise are presented by Eva Elise von Baur. Like all secessionists who break away from "conventional historical restrictions," these of the theater break away from earlier notions, and "want dramatic art for the sake of dramatic art—not for the sake of preaching a moral, saving a soul, exploiting a theory, or explaining a mental process." We read:

MAX REINHARDT,

A German theatrical secessionist who will bring a company to America next season to play Shakespeare.

"The object of the Secessionists is not to teach and to reform (they strenuously oppose all theories that the theater is an educative influence), but to give pleasure and joy, to make each member of the audience feel at peace with himself, and not to leave him with a head full of new perplexities and problems. They want to make their hearers feel in harmony with the world, not torn and harassed by another contemplation of the incomprehensible complexities of life and favor and fortune.

"'The theater is not a continuation school for grown-ups,' writes George Fuchs, the director of the Munich Künstler Theater. 'Never did the people work so hard and so much as they do to-day; never were they, therefore, less inclined, after a day's strenuous work, to be overpowered with new impressions, to undertake the solution of difficult, even disagreeable problems. The theater ought to be a public social undertaking, through which the partaker may be brought to forget the haste and the waste of the day's toil, where he may find a new relief in life through the fascinating spectacle of sorrow and joy, of hate and love, which he sees presented before him. The theater should be the giver of joy and amusement, but—in an artistic way. If it is that, it fulfils its purpose as a theater in the highest sense of dramatic art; if it fails, it is nothing but a second-rate show place. The material matters not. It is the manner of presenting the material that makes a good or poor production.'

"The Secessionists are of the opinion that the people never went to see the classics because they didn't enjoy them; that they did not enjoy them because they could not understand them as they were given by the 'literati.' In the old-time performances, they maintain, the *dramatis personæ* were not human beings, they were characters in literature."

The way Reinhardt humanizes a classic so that its appeal is felt by people of all grades of intelligence and culture is seen in his production of "Œdipus." This was first given in a circus, of which one end was occupied by the stage proper, presenting a massive Greek palace, with high steps leading down to the ring. We read further:

"About this, on three sides, sat the audience. There was no curtain, there were no footlights. 'The monumental drama can not bear the trappings of the ordinary stage,' says George Fuchs. 'It is too big—the usual stage tricks fail absolutely in their effect here. Audience and actors form one big community.' That is why, when one arrives, one may see all the dramatic paraphernalia there are, and may spend the time before the play begins in guessing what they are going to do with it. However, one usually guesses wrong, as Reinhardt's performances are always full of surprizes.

"The first surprize in "Œdipus' was to find oneself in Egyptian darkness, out of which rang, clear and loud, a clarion trumpet-call. Then four lithe youths, clad in the altogether, and bearing their torches on high, ran out from the center entrance opposite the stage, up the vast steps, to kindle the calcium lights, resembling ancient altar fires, that stand at either side of the palace. Where and how these youths then disappear, one doesn't notice, as the attention is distracted by a rumbling that is neither thunder nor the rolling of nine-pins! A rumbling that has too many tones, too many dissonances to be mechanical; louder it grows, nearer it comes, and with it a jostling, seething gray mass of human beings that pours into the arena through three entrances. Their inarticulate cries and wails grow more intense; pierced here and there by the shrieks of a woman or the groan of a man's voice, they finally concentrate into the insistent demands for 'Œdipus.' It is the plague-ridden people of Thebes, come to beg for succor at the palace of the King. Their voices penetrate through the heavy palace walls—*Œdipus* himself comes out to answer them. Hand over eyes, he steps out upon the platform before his door, and gazes into the darkness of the pit in search of the author of his summons. Thus they discourse, the King and his people, he in his majesty towering above them, they in their misery standing below. He promises the maid; they turn and leave him, murmuring encouragement and hope, the one and the other; the strong carrying the weak, the less afflicted supporting the dying. Out of the darkness into which they disappear comes all the ill-fortune that besets *Œdipus*, bit by bit, until finally, overwhelmed by an accumulation of tragedies, blind, powerless, and deserted, he is driven into the darkness himself, followed by the same mob, which dares not even touch him now, for fear of pollution. . . . . .

ELSE HEIMS A "PORTIA,"

Who looks the real Italian in spite of her supposed secessionist clothes.

"Reinhardt's production is one of the 'deed,' not the 'word.'

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The text is secondary, altho every word, whether it was spoken by a member of the mob, one of the chorus, or a principal, could be heard on a twenty-five-cent seat under the roof of the circus. It was not of the words the holder of that seat thought as he left the performance, but of the series of pictures he had seen. There was the scene with the mob, with its sea of arms outstretched first to *Œdipus*, then to his brother-in-law, *Creon*, who had come with the answer of the oracle, followed by the scene with the seer, *Teiresius*."

Reinhardt took the liberty—herein showing his "secessionism"—of changing the text to suit modern ideas of dramatic art. He does the same thing with his Shakespearian productions. Thus:

"He does not give these plays as their author gave them, with negligible scenery, and signs for decoration and lucidity, nor does he adhere to the Shakespearian stage traditions that have accumulated through the centuries. He utilizes the best of each method—the old and the new—in so far as it helps him to make his production artistic. His presentations are historically correct, but if 'correctness' means anything ugly or grotesque or unsymmetrical, it is omitted or modified. Especially is this true of the costumes. These he reduces, as far as possible, to an 'ideal costume'—one that suggests the outline of the fashion it represents, but not its details. Frills and furbelows detract from the harmonious, artistic effect of the whole. . . . . .

"The same is true of the scenery. If it can be simple and plain, grand architecturally, built on big, straight lines, it is well. In 'Hamlet,' the scene changes very little; the King's throne room is a big, bare, brown-walled room, such as a Scandinavian ruler of the early middle ages might have had. A throne at one end—a simple, block-like structure, covered with a heavy tapestry, bearing the royal arms—is the sum total of the furniture. The effect of the size and the vastness of the room is heightened by the long lances carried by the attendants. This, and the exaggerated simplicity, serve to make the tragedy more poignant, the fate of the melancholy Dane more inexorable, the philosophy of the drama more telling. . . . . .

"No wonder he has enemies in Germany. At one fell blow he is throwing over many of their most cherished traditions. *Juliet* is not a beautiful, blonde maiden, with a longing for romance, but a black-haired Italian child of thirteen years, drest like a portrait of Lucca de la Robbia, chasing about the stage in the exuberance of her youth in the first scenes—subdued and surprized by her sudden great passion in the last. The *Montagues* and *Capulets* are real Italians, sensitive, easily angered—one sees immediately that a family feud is unavoidable, that it is a matter of vital importance in the lives of each and every one belonging to these households. The curtain rises on a narrow Italian alley, crossed by a first-story bridge—one feels instinctively 'If a *Montague* should meet a *Capulet* here, why, then—' and sure enough—that is what happens.

"The parts of the hero and heroine are played by very young people—that is another Secessionist idea. That is, that an actor is *not* a photographic plate, capable of reproducing any character whatsoever, but a creator of a rôle. . . . . .

"A German who was asked whether his countrymen would not be angry if Reinhardt departed for America with some of their best talent, said:

"'On the contrary, we shall be proud to show your country what we can do, and especially proud and glad if we, as foreigners, can add to your enjoyment of the Shakespearian dramas, a part of your inheritance.'

"The guaranty which brings Reinhardt to us is furnished by some of our most prominent German-Americans."

THE FURIOUS MOB SCENE IN REINHARDT'S "ŒDIPUS."

This play is usually given in a circus, not only so that the audience may be bigger, but that the mob on the stage may be correspondingly so. The text is made secondary, tho spoken so as to be heard in all parts.

WHO DIDN'T THINK MARK TWAIN FUNNY

SEAS, APPARENTLY wider than the Atlantic, separate our humor from that of England. It is a constant puzzle to the British mind what there is in mere exaggeration or overstatement to arouse mirth. The publication of the late Mark Twain's will causes our English cousins to express their mild wonder how it is that his commodity—which they see as mainly a system of exaggerations—could be made to pay so well. Mr. J. W. T. Mason points out in *The Standard* (London) that "we [English] avoid the unblushing exaggeration that holds sway on the other side of the Atlantic." "Many," he adds, "fail to see the humor of a story palpably divorced from the facts of life." Dr. Jowett—we suppose the famous Master of Balliol is here meant—"himself one of the wittiest of men, was among these malcontents," says *The Evening Standard and St. James's Gazette* (London), going on:

"He could not see any fun in the 'Jumping Frog.' What he frankly avowed, numbers of his countrymen feel secretly, but dare not reveal for fear of being denounced as wooden. These very persons, however, revel in the 'Society upon the Stanislaus.' There is nothing there that tramples upon probability. It may be unusual for a member who raises a point of order to suffer from the impact of a fragment of old red sandstone, but such a summary proceeding is not impossible in a half-civilized community.

"Even when the picture put before us is virtually impossible, it may be brought within our conception of humor by a pertinent suggestion, a suggestion based on facts. Thus, when one of our most talented humorists pictured Mr. Gladstone inviting Mr. Morley, as he was then, to dine with him at the termination of his canvass of a Scottish constituency, he makes the Liberal leader say: 'Your brows you'll wreathe with thistle, while I the shamrock sport.' The hopeless incongruity of the idea of statesmen indulging in such a practise is toned down and made acceptable by the appropriate emblematic character of the flowers or foliage employed in the wreaths, and the British sense of humor is appeased.

"Alone of American humorists we should say that 'Mr. Dooley' relies less upon exaggeration and incongruity than upon humor, as we define it, and witty surprizes. Take, for instance, his comments on the vegetarian: 'Most vigitaryans I iver see looked enough like their food to be classed as cannybals.' This author also depends largely on the use of dialect, just as Dickens did in his creation of Weller. In fact, in its use of dialect and its resort to imagination rather than fact for its effects, American humor is remarkably Dickensian,

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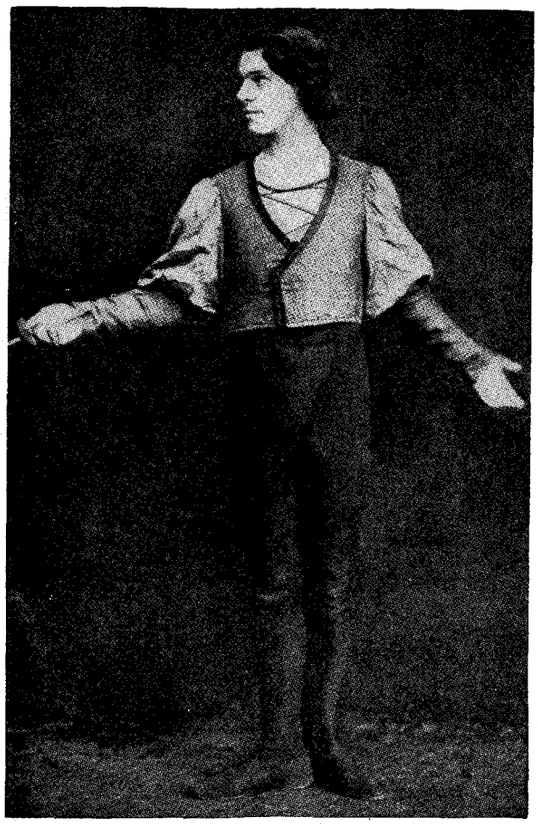
while British humor follows on the lines laid down by Thackeray and Charles Lamb. We prefer to see actuality made an ingredient in the confection served up to us, and if that actuality has even a *soupçon* of pathos it does not spoil our enjoyment. In the 'Ordeal of Richard Feverel,' that unsurpassable landlady, *Mrs. Berry*, who has been deserted by her husband, in the middle of her jovial garrulity complains that she has



ALEXANDER MOISSI AS "HAMLET."

Reinhardt costumes his actors in clothes that suggest the outline of the fashion that they represent, but not the details.

examined the dictionary, and 'Johnson haven't got no name for me.' This delicate admixture of humor and pathos would be almost impossible in America, where the fierce strenuousness of life makes them demand in their moments of relaxation something quite apart from life and its pathos. The latest form of American wit revels in unexpected meanings given to common words, and here it joins company with our own wit. 'He never rowed because his skin was porous, And sensitive in parts to any scar,' is a typical instance from one of our well-known writers."

This same journal observes that Mr. Clemens' "success with the public was largely due to the fact that the essence of American humor was bred in his bones." It shows how one of his most profitable jokes was in "making the copyright law look like a 'sick pirate' by publishing sections of his autobiography as footnotes to each of his books as the copyright expired, thus extending the rights for another forty-two years." Personally:

"He was himself a mass of incongruities. Dr. Jackson, his traveling companion when the 'innocents' went abroad, bears witness that the smallest thing worried him exceedingly; the loss of a glove made him wretched, which revives the old truism that in private life a Grimaldi can be the most miserable of mortals. Exaggerating, as he did, the smallest molehill until it became a mountain, it was an easy matter for him to infect the world of his imagination with the same disease. The 'Innocents Abroad' is built up on exaggeration that results in incongruity."

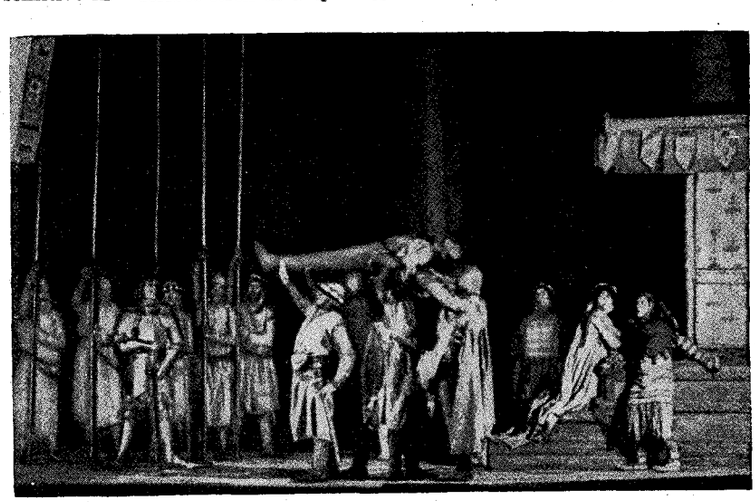
THACKERAY'S "MISDEMEANORS"

IN THE EYES of the "modern critic" Thackeray has to bear the burden of his century. He was an "Early Victorian"; and tho all his other virtues may be enough to make him the greatest figure in English fiction, this can not be forgiven him. The fact makes the modern critic "querulous," says Mr. Simeon Strunsky, whose recent volume of essays has given him an enviable place among our younger men of letters. "The critics are irritated," he says, "because they feel themselves under compulsion not to like Thackeray when at heart they do." A few tags are always made use of when we describe Early Victorian life, and as the tags are of a different shape and complexion from those that decorate humanity to-day, they of course make us a little bilious in looking at them. In *The Nation* (New York) Mr. Strunsky puts it in this way:

"In Early Victorian days life was a puppet-show, and men sat about on horse-hair furniture discussing hollow moralities. In Early Victorian days young women bent over embroidery frames, blushed upon the slightest provocation, clung to their lovers as the vine does to the oak, languished, had vapors, read discreetly, wrote discreetly, and fainted discreetly, tho not, perhaps, in coils. In Early Victorian days, young women simpered, old women gossiped, old gentlemen indulged in smug hypocrisies, young gentleman sang sentimental ditties, and no one outside of the agricultural classes called a spade a spade. To-day we have any number of names for a spade, each uglier than the original, and not the worst of them makes our young persons faint. Literature to-day centers about the unquiet woman. Is it any wonder that the advanced critic should be angry with the man who not only gave *Amelia Sedley* to the world, but who actually was fond of her, and said so? The same man, it is true, gave us *Becky Sharp;* and that suggests a common difficulty with the Early Victorians. As a class it is easy to brush them away. Individually their writers had a knack of anticipating the things we are doing to-day, and of doing those things, after their own fashion, very well indeed."

It is a "misdemeanor" in the eyes of the "modern" critic that Thackeray "should have written for early Victorians and that he should have deduced his views on life from the life he saw." Of course then, for us, he fails of "modernity." But "modern," Mr. Strunsky reminds us, is a "term purely chronological, and not at all descriptive." "The modern spirit is the spirit of recent years, and the only way to distinguish it is to say that it is opposed to the spirit of things that are not recent." Going on:

"The modern spirit is, as a matter of fact, proud of its faults and its inconsistencies; of these it has quite enough. It describes itself as a spirit of discontent, of ferment, and of cease-



FINAL SCENE IN "HAMLET."

As Reinhardt produces the play, with means more or less allied to those of Gordon Craig.

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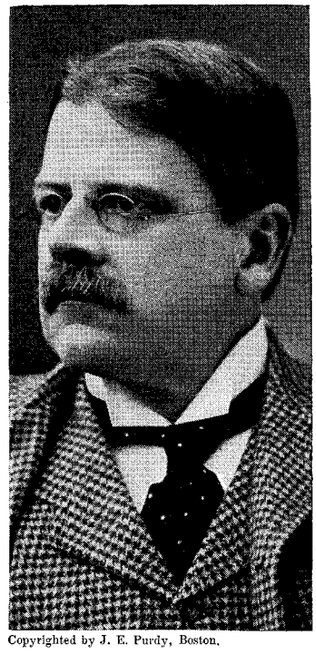
less quest. But above all things, it is complex, which is to say, it sometimes does not quite know its own mind. The modern spirit embraces the hedonistic anarchism of Ibsen and the Christian anarchism of Tolstoy. In H. G. Wells it means the reorganization of society in a rigid Socialistic spirit, and it means also a standard of individual morality that would be pretty sure to play the mischief with any social system. In Mr. Galsworthy it means humanitarian reform of the kind Dickens and Charles Reade advocated, and a poetic mysticism that has no care at all for progress and reforms. The modern spirit is on the side of the downtrodden masses and still yearns toward the ideal of the Superman. It puts emotion above intellect, temperament above character, yet loves to think of itself as scientific. Take the modern, intelligent young woman. She will admire, with a wonderful catholicity, Björnson's snow-white idyls and Wedekind's disgusting impudences. She will sigh with *Mélisande* and gasp with *Salome*, respond alike to the sensuousness of the Arab dance and to *Parsifal*, aspire toward the freedom of the pagan world and pursue vegetarianism out of horror of taking animal life. She will blend into one emotional confusion her sympathies for the working-girl, for woman's emancipation, for Japanese art, for the state endowment of motherhood, for Echegaray, for Whitman, for school-feeding, for trade-unions, for revolution, for the Greek costume, for aviation, for the nineteenth century B.C., and a few things besides. Whether such a concrete modern young woman as I have described is to be found outside of the books, I don't know; I doubt it. But neither was there in Thackeray's time any one young person who fainted, embroidered, simpered, clung, etc., after the fashion we have made into a formula. In any case, I know that there are modern critics who study life through literature; and through their writing runs the same conflicting note, a vast Christian humanitarianism and a great longing for moral individualism. In the specific field of literary theory they are torn between the feeling that literature should be actual, purposive, progressive, combative, and the formula of art for art's sake."



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EDWIN A. ABBEY.

"The greatest English-speaking illustrator."

If the modern formula of art for art's sake be taken, "the moderns do not come off best against the Victorians," avers Mr. Strunsky. For:

"The greater part of Meredith, Hardy, Ibsen, Maeterlinck, D'Annunzio, Shaw, Wells, Galsworthy, Brieux, Hauptmann, Sudermann—all the great names in the modern catalog—is thesis literature. The thesis may be an isolated problem or an entire life-philosophy. But rarely in these men is the character-painting so superior to the theme as with the Victorians. Which of them has written as completely about People as Thackeray did? The profoundest of the moderns may have depicted Life better than he did, but not living beings. In subtle psychologizing we have surpassed the Victorians; but psychological schemes are not men and women. When Meredith was a Victorian he drew living people like *Richard Feverel* and *Nevil Beauchamp*. When he grew modern he drew a puzzle picture entitled *Sir Willoughby Patterne*. Even in Hardy, who, among all the moderns, has most of the creative gift of the Victorians, the theme obtrudes.

"I have tried conscientiously to find out why we of to-day should feel it our bounden duty to be disgruntled with Thackeray, and I can find only that at the bottom of the quarrel is simply a difference of mannerism and formula. Our honest critic said as much when he declared that 'a fondness for other methods' makes us incapable of deriving from Thackeray the pleasure which as a great artist he should give us. We want the truth, but we want it proved to us in our own way. Well, that may be just enough. Only, if it comes to a question of standards and formulas, our own have no higher sanctity than those of the Victorians. Imagine how a modern author would treat *Sir Pitt Crawley* of Great Gaunt Street and Queen's Crawley, Hants. Here is as fine an example of the satyr as the heart of the most modern realist could desire. Thackeray has not sentimentalized him; has not fallen into mealy-mouthedness; has displayed little respect for Mrs. Grundy."

AN INTERNATIONAL ARTIST

THAT THE MAN who painted King Edward's coronation picture should never have his Americanism impugned is a combination of tributes worthy to place the late Edwin A. Abbey as a unique international figure. Death overtook him in London, on August 1, interrupting his work on the Harrisburg Capitol frescoes, which now must be completed by another hand. He was born in Philadelphia, in 1852, and was educated in the art schools there, but nearly half his life had been spent in England. His living there was not due to the fact that he did not love America, one of his friends explains, "but because all his backgrounds are in the latter country." "When he illustrates Shakespeare, Herrick, or Goldsmith, he need go no farther than the little village near which he lives [Broadway] to get it all." He began as illustrator, but became one of the most conspicuous mural painters of the day. Every one knows his work in the Boston Public Library. His achievements in mural decoration will doubtless be adequately treated in forthcoming journals. Meantime, a highly appreciative editorial in the New York *Evening Sun* ventures to declare that "it is as an illustrator that Abbey will be remembered." This view is backed up by copious citation from writings of the draftsman and etcher, Mr. Joseph Pennell. We read:

"Mr. Pennell held that he was 'without a rival among English-speaking draftsmen,' but obviously he was using the term 'draftsmen' in a special sense. Readers of Mr. Pennell will understand him. After the Paris Exhibition of 1889 he declared his conviction that American pen drawing was the best in the world, American process reproduction the most sympathetic, and American printing the most careful. By putting Abbey at the head of American illustrators he therefore implied that his illustrations surpassed all others, and, indeed, he declared this opinion emphatically a few years later, saying he was 'not only . . . the greatest English-speaking illustrator, but the greatest living illustrator.'

"Mr. Pennell's keen interest in technical details is shown in his remarks on Abbey's method. The passage is worth quoting:

"'A more or less rough pencil sketch is made on a sheet of very smooth paper mounted on pasteboard, something like London board, and the completed subject, which he has in his mind before he touches the drawing, gradually grows out of the models he has before him, and nature to which he always refers; and this is the only way in which great illustrations can and should be produced.'

"With such a settled conception of the only way in which a thing *should* be done, it is easy to see why Mr. Pennell held up Abbey as a model for all illustrators. Abbey had, in fact, a great many followers and imitators, but none of them could touch him in his own particular field. They are less numerous to-day than they were twenty years ago, because fashions in illustration have changed, and the parasitic talents are employed elsewhere.

"When Abbey turned to painting and decoration on a large scale the instincts of the illustrator obstinately persisted. From a certain point of view it might even be maintained that his paintings were not paintings at all. He used color, indeed, and often very brilliant color—we remember that 'Abbey red' was at one time proverbial—but he used it, so to speak, as a sort of variation on black and white. And in his decorations it was always apparent that his manner of approach had been that of the illustrator. Ten years ago when his 'Quest of the Holy Grail' was first shown here, we likened his method to that of a stage manager. It was as if he had taken a thought and then set about finding an appropriate setting for it. His work as a decorator was skilful, brilliant, always elegant, but something wanting in unity and high imagination."

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THE RELIGIOUS WORLD

THE HUMOR OF THE BIBLE

HUMOR DOES NOT always mean levity, and the humor of Juvenal or Lucretius is too stern, earnest, and scathing to be looked upon as funny. It would be absurd to think that so great, so human, and so universal a book as the collection of Hebrew writings, whose rhetoric is multiform, whose tropes and similes are so striking, should be devoid of humor, especially, as Dr. G. P. Eckman says in *The Methodist Review* (New York), when we remember that many people are more influenced by ridicule than by moral suasion in choosing the right path. Of Bible humor this writer says:

"It would be preposterous to class the Bible with facetious books, and one reason for the failure justly to appraise its humor is our proneness to test it by our modern ideas of the comic. This is a fatal and perfectly irrational blunder. The Hebrew consciousness exprest itself in moral and religious modes. It is this which differentiates its literature in large part from that of other races. There is a decided flavor of morality in all genuine humor, but this quality preeminently distinguishes the humor of the Bible. In defending the propriety of employing humor in religious discourse an English clergyman has very justly said: 'If you can not make men ashamed of doing wrong you may often make them afraid of being ridiculous. A man who does not feel that he is sinful may often be convinced that he is absurd.' The humor of the Bible serves this precise purpose. Its exposures of the folly of a sinful life are all the more effective because they are, in many instances, suffused with a humorous quality."

He cites, as an example, the humor of the great champion against the Philistines, of which he speaks as follows:

"The wit of Samson's riddle, propounded as a wager at his own wedding-feast, is obvious to all as soon as the circumstances which originated it are apprehended. 'Out of the eater came forth meat, and out of the strong came forth sweetness.' One can see the sunny-haired giant gleefully felicitating himself on the impossibility of his competitors ever guessing the secret of the honey in the lion's carcass. The way in which he paid the wager, when it had been lost through the treachery of his bride, illustrates the man's sense of humor: 'And he went down to Ashkelon, and slew thirty men of them, and took their spoil, and gave change of garments unto them which expounded the riddle.' One can imagine him smacking his lips over the grim jest of making his enemies pay his debt of honor. The same spirit is manifest in his slaying of a thousand men with the jaw-bone of an ass. He evidently finds a sardonic delight in the instrument with which he accomplishes this bloody feat, for he makes a pun about it which it is impossible to reproduce in translation. The word *chamor* which he employs has two meanings: an *ass* and a *heap*. A modern Hebrew scholar, Dr. J. Chotzner, has attempted to bring out the humor of the words describing Samson's exultation over his triumph by the following paraphrase:

With the jaw-bone of an ass
  Have I plenteous asses slain;
Smitten thus it came to pass
  Fell a thousand on the plain.

"The drastic quality of Samson's humor appears again in the episode of the three hundred foxes sent scurrying through the corn-fields of the Philistines with fire-brands tied to their tails. One can easily fancy the reckless jester clapping his hands and prancing about with unholy joy as he beholds the conflagration he has produced."

The wit of the central figure of the New Testament has frequently been commented upon, and Dr. Eckman well summarizes the results of such comments when he writes of the teaching of Christ:

"Observe his quaint characterizations of those who carefully cleanse the outside of the cup and platter, forgetting that they drink and feed from the inside of these vessels; of men who carefully strain out a gnat but incontinently swallow a camel. Notice how he hits off the absurdity of trying to serve two masters, of feeding pearls to swine, of putting a light under a bushel, of proffering a stone instead of bread, or a serpent instead of a fish, or a scorpion instead of an egg, of pitting Beelzebub against himself. What a grotesque thing it is for a camel to attempt to squeeze through the eye of a needle, or for a blind man to try to lead another sightless mortal, with the result that both pitch into the gutter. How preposterous it is for a man with a beam in his eye to offer to remove a mote from his brother's eye. Consider the ludicrous plight of the architect who places a house on the shifting sands, of the general who goes to war without thinking it worth while to estimate the possible resources of his enemy, of the man who makes himself the laughing-stock of the town by commencing to build a tower which he has no means to finish. These are delicious bits of our Lord's humor with a high moral purpose. Think of the quaint shrewdness of admonishing his disciples not to think of the morrow, because that was characteristic of the Gentiles, nor to depend upon the worldly policy of loving their friends, since that was the habit of the publicans. Remember the pathetic humor of his response when the Pharisees warned him that Herod was on his track: 'Go ye, and tell that fox, Behold, I cast out devils, and I do cures to-day and to-morrow, and the third day I shall be perfected, . . . for it can not be that a prophet perish out of Jerusalem.' Recall his quiet remark, probably accompanied by a tremulous smile, when the disciples brought out two old swords with which to confront the world, 'It is enough!' Run through his parables, and observe how a rich vein of humor pervades nearly all of the more important ones. What further need is there of illustrations?—tho the number of those not mentioned here is very considerable. It is perfectly evident that Hebrew humor did not fail when He came of whom Moses in the law, and the prophets, did write."

A METHODIST'S DEFENSE OF MORMONISM

WHEN A METHODIST minister gives his views of Mormonism *The Outlook* finds it "interesting because it is surprizing." This journal does not "recall ever to have seen from the pen of a missionary so warm a commendation of a religion the errors of which he was supposed to counteract." Looking for an "indictment," the surprized Eastern journal beholds a "eulogy." But *The Outlook* (July 29) prints this "eulogy" from the pen of the Rev. Frederick Vining Fisher, of Ogden, Utah, wherein the writer utters his conviction that "Utah deserves some fair play at the hands of the press." He deals with the chief charges against the Mormons—"polygamy, deception, bigotry, and the seeking of political power." Regarding the first, he accepts whole-heartedly the declaration of President T. F. Smith that "plural marriages have ceased in the Church." "It is a dead issue in Utah," reasserts Mr. Fisher; and "more than that, polygamy, to most of the Mormon people, practised as religious duty, was not sensual, and was infinitely better than tandem polygamy in the East." On other counts:

"As to bigotry, no doubt it exists wherever there is isolation, but even then it is no worse than that of all our ancestors. In the light of common friendship and service together for common good it dies in Utah, as it dies anywhere. It is true that Mormons are in politics, for in a State overwhelmingly peopled with folks of a common religious body that would be inevitable. It is true that for very self-protection in the past they had to go into politics, but the charges that they aim at national supremacy and threaten the life of the Republic are about as real as England's dread of Germany and America's fear of the little Empire of the Pacific.

"True it is that Mormonism dreams of a world-wide Christianity, bound together in a great restored Church, the old medieval dream. Others have dreamed the same; it was no sin for them, nor is it for Mormons. They will all come some day to see, as we see, that the bond of the future Christianity

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will not be a Church but the Christ; not a visible Temple, but an invisible Brotherhood. Until then we can afford to wait and be brothers in the common work for God and man.

"The statements circulated in England causing the riots and agitation there at this time are refuted by facts here, and seem absurd to one in Utah. President Smith has cabled the British Government: 'Charges absolutely and totally false. Polygamy is forbidden by Mormon Church as well as by Utah laws.' Again, at the late eighty-first Annual Conference of the Church, President Smith said, in giving the yearly statistics, that, besides the religious ceremonies of marriage celebrated in the temples, there had been eleven hundred civil marriages among their people. The Salt Lake *Tribune* represented him as saying: 'Eleven hundred marriages were contracted last year not in accordance with the law of God. As announced twice and again, plural marriages have ceased in this Church.' This statement, copied in the Los Angeles *Examiner*, was headed 'Eleven Hundred Polygamous Marriages in a Year,' and so has gone broadcast over the continent.

"What Utah needs to-day is not a fight on Mormonism, but a common fight of Mormon and Methodist, Protestant and Catholic, on sin; not bitterness, but brotherhood; not missionaries to convert Mormons, but missionaries to save thousands of American boys adrift on our city streets; not a chasm between Gentile and Mormon, but a union of the strongest leaders of both types of Christianity to build between these mountains the best kind of Christianity on earth."

The Outlook does not accept its contributor's views without editorial qualification. In the first place, it is "not at all convinced" that Mormonism "was not sensual and was infinitely better than tandem polygamy in the East." On the other hand:

"We think it was sensual; and whether better or worse than tandem polygamy in the East is not material. It is a poor apology for a vice to affirm that there is somewhere another vice that is worse. But we agree with our contributor that polygamy is dead; at least it is moribund, and not likely ever to return to any vigor of life. American civilization has proved too much for it. The emancipation of woman and the development of polygamy are not likely to go on together in the same age and the same nation.

"The unjust persecutions from which, in their early history, the Mormons suffered, strengthened the Mormon hierarchy. Under Brigham Young this hierarchy was as despotic and as unscrupulous as any the world has seen since the beginning of the nineteenth century. Its dominion was not as extensive as that of the Russian hierarchy; but its practises were worse. Its only rival in iniquity was that of the Turkish ecclesiastical State. But this monstrous despotism of the Brigham Young era also belongs to past history. It is no more just to judge the Mormonism of to-day by the history of Brigham Young than the Puritans of to-day by the execution of the witches."

The Mormon peril as *The Outlook* sees it has changed from its aspect of former days. Thus:

"The peril to America to-day from Mormonism is not social nor theological; it is political. Our contributor frankly concedes that Mormons are in politics; and his defense is more specious than sound.

"Of course, in a State largely peopled by Mormons Mormons are in politics, as in a community largely peopled by Congregationalists, Congregationalists are in politics. But in New England, tho Congregationalists are in politics, Congregationalism is not, tho it was so formerly. In Utah not merely Mormons but Mormonism is in politics. When a great body of citizens do not vote but are voted, the political combination imperils the community, whether the active agent whose orders they obey is a Tammany club, a Republican ring, or a Mormon hierarchy.

"But the remedy for this is not persecution nor vituperation, but education and friendly cooperation. Mr. Fisher may be too sanguine; we think he is. But we agree with him heartily that what Utah needs to-day is not bitterness but brotherhood. We do not agree with him that no missionaries are needed to convert Mormons. But the best way to convert them is to cooperate with them in an attempt 'to build between these mountains the best kind of Christianity,' and in the effort show them a better kind than that which accepts Joe Smith as its prophet, and the Book of Mormon as its Bible."

NEW-TESTAMENT MANUSCRIPTS OWNED IN AMERICA

THE ZEST of the student or the collector need not falter when he reflects on the frequent appearance of unsuspected treasures, sometimes almost beneath his hand. America is an unlikely place for an unknown New-Testament manuscript to turn up, but a private owner in Toronto is now known to have been privately treasuring a twelfth-century gospel manuscript for many years, and only upon

A DECORATED PAGE OF THE HASKELL GOSPELS.

This manuscript of the Gospel, owned by the University of Chicago, belongs to the fifteenth century, and "is a large, well-written cursive of the late period."

the event of his death did this treasure come into the possession of the university of that city, and so become known to Biblical scholars of the country at large. "That a manuscript like the Toronto gospels should have lain so long in an educational center like Toronto, without revealing its existence to scholars interested," says Edgar J. Goodspeed, in *The Biblical World* (Chicago), "strongly suggests that other textual materials are lying about us unrecognized or neglected." He further calls attention to the New-Testament textual materials already known to exist in America:

"Probably the oldest known manuscript of any part of the Greek New Testament is the third-century fragment of Matthew, discovered at Oxyrhynchus in 1896–97, and now in the Museum of Science and Art at the University of Pennsylvania. It is the first leaf of a papyrus codex of the gospel of Matthew, and contains vss. 1–9, 12, and 14–20 of the first chapter. Its text was published in the first volume of Oxyrhynchus Papyri (O.P. 2). With this may be mentioned two Oxyrhynchus parchments, now in Haskell Oriental Museum at the University of Chicago, one, of the fifth century, preserving Rev. 16 : 17, 18, 19, 20 (O.P. 848), and the other, of the fifth or sixth century, containing Mark 10 : 50, 51; 11 : 11, 12 (O.P. 3). The schoolboy's copy of Rom. 1 : 1–7, an Oxyrhynchus papyrus of about A.D. 316 (O.P. 209); the parchment fragment of Matt. 1 : 21–24; 1 : 25–2 : 2, a leaf from a fifth- or sixth-century codex (O.P. 401); and the papyrus leaf containing 1 John 4 : 11–17, in a

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fourth- or fifth-century hand (O.P. 402) now belong to Harvard University.

"Much greater importance attaches, of course, to the beautiful uncial of the four gospels which Mr. Freer, of Detroit, secured in Egypt, in 1907. . . . The great age of this manuscript, which is referred to the fourth or fifth century, its completeness, for the only quire lost from it was anciently supplied, and the strange character of its text set it beside the famous Codex Bezae, in the list of the great New-Testament uncials. Its text is to be published the coming autumn. Mr. Freer's manuscript of the epistles of Paul is of the fifth century, and while very fragmentary, promises an important contribution to the Greek text, when its sixty leaves are separated and edited.

"The cursive manuscripts of the New Testament are much more numerous. The appearance of the Toronto gospels raises the number of gospel cursives in America to ten. Two, of the tenth and eleventh centuries, belong to A. A. Benton, of Foxburg, Pennsylvania. Three others, of the eleventh and twelfth centuries, are in the library of Drew Theological Seminary, at Madison, New Jersey. One, a complete text of the four gospels, in a hand of the twelfth century, is in the possession of Syracuse University. Its text has been fully collated by Professor Hermon H. Severn, to whom I am indebted for a photograph of it. The Harvard gospels, of the twelfth century, once lacked certain parts of the gospel of John, but these have been supplied on paper leaves in a later hand. The Newberry gospel, in the Newberry Library, Chicago, is also referred to the twelfth century, and is complete. The Haskell gospels, in Haskell Oriental Museum, at the University of Chicago, is much later, belonging to the fifteenth century, and is by no means complete. Yet it is a good example of a large, well-written cursive of the late period."

The Toronto gospels are the tenth gospel cursive to appear in America, and the third that is complete in the original hand. It belongs to the close of the eleventh century or the beginning of the twelfth, and presents more interesting textual features than any other American cursive known to the writer; "altho the Syracuse text may prove as good." Further:

"The most interesting page of the Toronto gospels is that preserving John 7 : 45–8 : 15, from which the pericope on the Woman taken in Adultery (7 : 53–8 : 11) was originally wanting. This alone marks the text of the Toronto manuscript as of more than usual cursive excellence, for the great majority of medieval manuscripts contain the pericope as an original part of their text. A later user of the manuscript felt the omission, however, and inserted the pericope from another manuscript, probably a century or two later, indicating by a sign ⁄. the place in the text at which his marginal addition should be introduced. The Toronto text shows many points of interest, and exhibits marked affinity with the ninth-century uncial codices Cyprius and Petropolitanus at Paris and St. Petersburg (Κ Π). The Toronto codex was purchased from an English dealer by Dr. Henry Scadding, of Toronto, more than twenty years ago, and at his death in 1901 was left by him to the University of Toronto. It possesses an added interest as the first gospel cursive to appear in Canada, and as never hitherto having found a place in the long lists of New-Testament cursives, compiled by Professor Gregory, Professor von Soden, and Dr. Scrivener.

"The only cursive of the Pauline epistles known to be in America is that in the possession of Drew Theological Seminary. Its quire numbers show that it once contained the Acts as well as the Epistles of Paul. It is interesting for being dated A.D. 1366–69, and for the fact that it bears the signature of the scribe who wrote it, Joasaph, well known as the writer of four other New-Testament cursives, in various parts of the world.

"Twenty lectionary or lesson-book manuscripts of the gospels or the epistles are scattered among American collections at Cambridge and Buckland, Massachusetts; Foxburg and Sewickley, Pennsylvania; Madison, New Jersey; New York, Princeton, Providence, and Chicago. The only one of these not included in the latest printed list (Gregory, 1909) is an incomplete lectionary of the epistles, probably of the thirteenth or fourteenth century, which is bound up with the Haskell gospels and has thus failed to be separately registered by the catalogers of texts.

"New-Testament textual materials in languages other than Greek are probably even more numerous and hardly less important. The Golden Latin gospels belonging to J. Pierpont Morgan, of New York, has lately been sumptuously published in collation. The Williams manuscript of the Syriac New Testament, dated 1471, and now at Utica, New York, supplies a text of the four catholic epistles which are wanting in most Syriac manuscripts. The ponderous Syriac New-Testament manuscript belonging to the Syrian Protestant College in Beirut, but deposited in the library of Union Theological Seminary, New York, has in the gospels a text very unlike the Peshito, and very like the Harklensian version made in A.D. 616, by Thomas of Harkel, altho Dr. Isaac H. Hall affirmed that it represented not the Harklensian but the lost Philoxenian version made in A.D. 508, and otherwise unrepresented in gospel manuscripts. Several Peshito Syriac manuscripts of tolerable age have been brought to this country by Armenian and Syrian students, and have doubtless found their way into American collections."

PUBLIC PROTECTION AGAINST SMOKERS

THE EFFORTS of the Non-Smokers' Protective League of America to secure in New York State incorporation papers places that body as the target for shafts from those who would repel the invasion of the rights of citizens. "It is easy to laugh such a movement as this out of countenance for the time being," says an editorial writer in *Unity* (Chicago), "and still easier to dispose of it as absurd ideality or even unwonted and unwarranted encroachment upon individual rights." The name of the editor of this paper, Dr. Jenkin Lloyd Jones, appears on the list of initial members, together with Dr. Wiley, of the Pure Food Commission, President David Starr Jordan of Leland Stanford, and other college professors. He it is, doubtless, who defends the purposes of the league on the basis of the ethics of courtesy. Thus:

"There are many rules and requirements in the realm of etiquette that are purely conventional. Some of them are silly, many of them tyrannical and cruel, but at the bottom, the court requirements, courtesy requirements, are rooted in ethical law, they indicate organized morality, ethics crystallized into habit. Good manners represent minor morals, they are the 'jots' and 'tittles' of the religious life which can not be neglected with impunity. Rudeness in company and indifference to the wishes and comforts of any companion represent the vanishing end of brigandage and highway robbery, or, perchance the fountain head of that stream that grows into the high-handed prostitution of public trusts to private ends by officials who win their position through intrigue, graft, and a wide subordination of public weal to private ends."

This journal, in appealing for new members for the league, gives these additional words of exhortation:

"Dr. Wiley, who has done so much in the interests of pure food and pure drinking in this country, has recently said: 'There should be a law, strictly enforced by the authorities, prohibiting smoking and chewing in public places or on cars where other persons are obliged to be.' Concerning the 'Non-Smokers' Protective League,' he says: 'Neither I nor my compatriots say a man shall not smoke his lungs to a frazzle and spit his head off, provided he does it at home or in the woods and meadows, but not where human beings are liable to be. It is not fair.'

"What if the facts of life should justify the logic of the situation and that minor morals should prove to be the only way to arrive at the major ethics, that the politeness that rejects the cigar in public places is just the exercise that will develop the conscience to spurn boodle and condemn the boodler? A recognition of these sweet amenities of life may be the shortest road to the solution of the problem of child labor, of the overworked woman, the prostitution of sex. . . . . .

"Perhaps the arousing of the public conscience in the interests of every man's and woman's rights to pure air for breathing purposes may be the most effective way of establishing every man's right to a chance to earn an honest living, his claim to his portion of the streams' energy, the mines' wealth, the forests' glory, as well as the intangible inheritance of love and learning that is his birthright, his heritage from a far back and wide-reaching ancestry."

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MOTOR-TRUCKS AND MOTOR-CARS

MOTOR 'BUS LINE TO COMPETE WITH SURFACE CARS

IN the city of Indianapolis a motor omnibus line is about to be put into operation in direct competition with the electric street-car service.

It is asserted that the street-car service has not kept pace with the growth of the city and as a result of considerable complaint leading business men incorporated the new motor transit company. Each vehicle, we are told by *The Commercial Vehicle*, will have a capacity of twenty-two passengers:

"Only one man will be required to operate each machine as the 'buses will be operated on the pay-as-you-enter plan, the chauffeur making change and collecting the fares. All of the machines will be of the gas motor type.

"The 'buses will be painted blue, with leather upholstering, and at night will be electric-lighted. Tickets will be sold at five cents each, but cash fares will be ten cents. Stops will be made at each street intersection.

"It is the intention to operate in North Meridian Street, from Monument Place to Thirty-fourth Street; in Washington Street, from Meridian Street to Irvington; in Massachusetts Avenue and in Broadway. There is electric street-car service in Washington Street and Massachusetts Avenue. The other thoroughfares mentioned are exclusive residence streets.

"The Meridian Street line will be started first and the other lines as rapidly as 'buses can be built and delivered. For the time being there will be a six-minute service, which later may be changed to a four-minute service. 'Buses will be operated from 6 A.M. to midnight, and, traveling over well-paved streets, are expected to make better time than the regular street-car service. The company has established a rule that cars shall carry only as many people as can be seated.

"The Meridian Street line will be approximately three and one-half miles long; the Washington Street line will be five miles long; the Massachusetts Avenue line two miles long, and the Broadway line about four miles in length. It is likely when the complete service is installed, which will be between August 15 and September 1, approximately ten 'buses will be at work.

"At the present time the company is seeking a location in the vicinity of Meridian and Thirtieth streets for a garage. It is the intention to erect a completely equipped garage and to employ a large force of men to care for the machines and make the necessary repairs. About $15,000 will be spent in the purchase of a site and the erection of a garage.

"There is some discussion at present as to whether or not a franchise from the city will be required for the operation of the 'buses. Some are of the opinion no franchise will be needed; others contend the company should obtain a franchise and pay the city for the use of the streets. City officials, however, are not inclined to insist that the company shall procure a franchise."

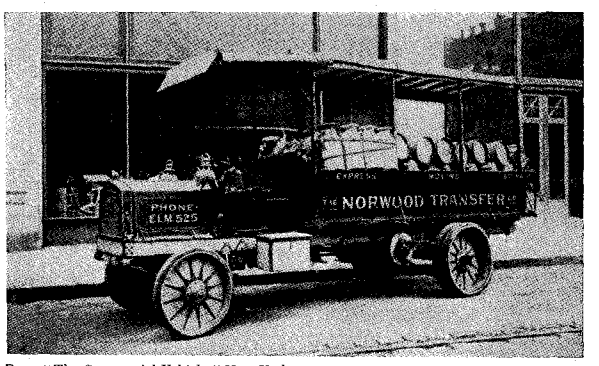
STEAM VS. GASOLINE IN FIRE-DEPARTMENT SERVICE

That interest is being centered in the problems confronting the fire departments of municipalities from the point of view of the substitution of automobile fire equipment for the old kind is asserted by *The Automobile*, which continues:

"Every progressive community fully understands that the automobile fire equipment is better in every way, but among the men who are charged with the various duties involved in the changing over there is an air of uncertainty, due to the fact that they fail to appreciate the significance of certain of the problems, and they are too prone to believe that there is some peculiar merit attached to a steam-pump, for illustration, that is found wanting when a pump is driven by a gasoline motor. The probabilities are that quite a number of the activities of these men are based upon mere superstition. The delivery of water from one point to another requires power on the same basis as the delivery of coal, or, for that matter, gold from a mint. The delivery of water or other compounds is at the expense of power, but it is too much to expect that the water delivered will express a preference for a horse-power from a steam-engine rather than a horse-power from a gasoline motor. It would be foolish to discuss this matter were it not for the fact that the engineers in the various fire departments are talking among themselves on this basis, and it is a little alarming that some of them labor under the impression that a gasoline motor of a given power is at a disadvantage when it is driving a water pump as compared with a steam-engine of the same power when it is used to drive the same pump."

After an extensive experience with the operation of Packard motor-driven fire apparatus in Detroit, Fire Commissioner W. V. Moore is thus quoted in a recent interview in *The Commercial Vehicle:*

"If all the horse-drawn apparatus in Detroit were replaced by gasoline motor-vehicles, the saving on the pay-roll alone would amount to $150,000 in a year, and the horse can not be compared to the motor in efficiency. I do not believe another piece of horse-drawn apparatus will ever be added to the equipment of the Detroit department. We have a lot of expensive apparatus that we can not very well discard, but some of it can be changed so that motors can be installed for driving it. This is true with particular reference to the ladder trucks."



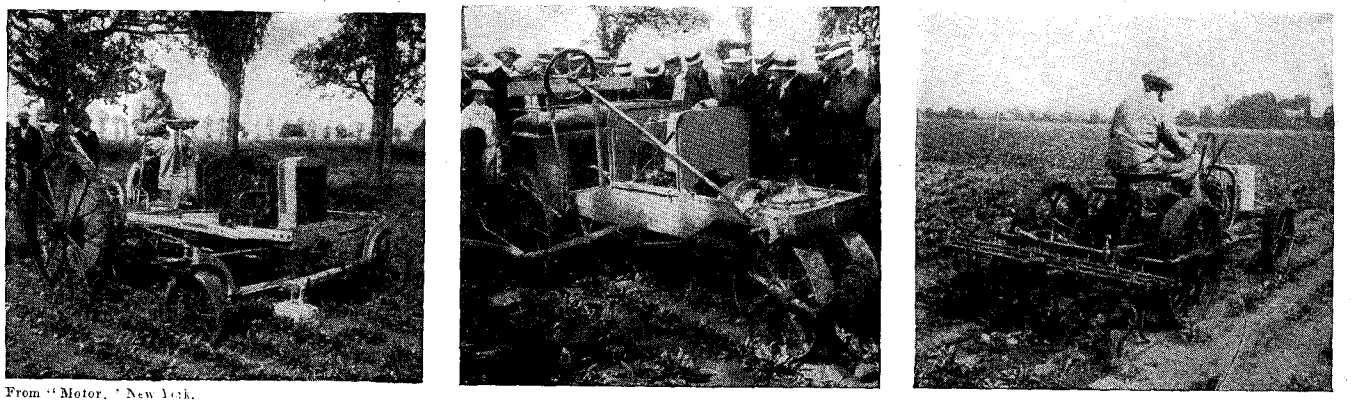
From "The Commercial Vehicle," New York.

A MOTOR MILK WAGON.

AN OIL-TANK MOTOR-WAGON

The varied uses to which commercial vehicles are being put are well illustrated by the accompanying photograph of an oil-tank gas motor-wagon. Two of these vehicles have been placed in local service by a southern refining company. Both machines are 24 horse-power, sliding gear-set, and double side chain-drive. Other details are thus described in *The Commercial Vehicle:*

"The tank-body is of special construction and is divided into two compartments, one for carrying lubricating, oil and the other for gasoline. The two compartments carry approximately 800 gallons, making a total weight of load of 5,000 pounds. Alongside the tank there is a running-board on each side and rail, so that filling-cans can be readily carried. The motor-truck is rapidly gaining in favor with oil-distributing concerns, by which means they are setting a good example to their own customers and the public, in view of whom the machines are operated."



From "Motor," New York.

CULTIVATION OF CROPS BY MOTOR CULTIVATORS IN FRANCE.

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MIXT SYSTEM OF MOTOR ROAD TRAIN

After the failure of the traction-engine principle the automobile road train, for greater loads, remained for a long time an unsolved problem, says G. M. Franz in *The Commercial Vehicle:*

"To solve this problem the elementary reasons of failure had to be ascertained. And a mere comparison of the iron rail as traveling road with the surface of a highway showed one of the principal ones: the resistance of the vehicles to propulsion on a road is from three to ten times as great and the friction which the driving-wheels require at the point of contact with the road for developing their tractive effort is frequently (particularly on hard pavements and in wet weather) smaller than on rails. The consequence is that only by positively driving several wheels the purpose can be attained, *i.e.*, that it is necessary to develop a driving-power not only at the wheels of the tractor, but also at those of the trailing cars.

"Simple and evident as this conclusion may appear, just as difficult was its practical realization. These difficulties became apparent particularly by tests and trial runs which have been continuously carried through on a large scale ever since 1904. In these experiments it was attempted to obtain the direct drive of the train cars by a jointed driving-shaft running all along through the entire train. In reality, however, such a method developed in the thus coupled wheels forces of uncontrollable magnitude which partly even had a retarding effect.

"Besides the self-evident demand that the wheels of the trailing-cars coupled to the driving mechanism develop actual propelling forces and no braking effects, there are quite a number of other conditions which have to be fulfilled—above all a perfect control and regulation of the propelling forces of all the wheels from the driver's seat and an absolutely reliable working of the whole mechanism. Furthermore, it is of the greatest importance that the propelling forces of the wheels should not have any detrimental influence on the steering-gear of the train.

"Owing to the fact that for reasons of reducing the wear on the roads the single vehicles of the road-train must not exceed a given weight, and the load must therefore be distributed upon a large number of units, the steering arrangement offered another important problem. A train of great capacity must therefore consist of many vehicles, and these should be steered in such a manner that one positively follows the other, however long the train may be. Only if, while traveling, each single vehicle successively advances automatically into the position of the preceding unit, the driver can avoid obstructions and prevent collisions with other vehicles, notwithstanding the length of the train.

"All these problems and demands of conveyance-engineering have been solved in a scientifically correct and at the same time technically reliable and practical manner by the Müller automobile road-trains for heavy loads, which are made by the W. A. Th. Müller Strassenzug Gesellschaft, of Steglitz, near Berlin. The engine-power suffices to haul ten motor trailing-cars, making a total load of 50,000 kg. (110,000 pounds).

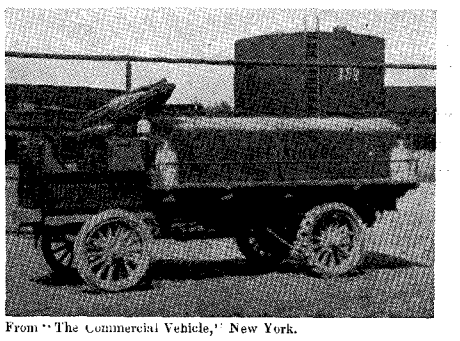
"Careful studies have convinced the builders that the best method is the electric transmission of power between the engine and the several driving wheels. The energy developed by the engine is therefore transformed into electric energy and supplied in this form to electric motors.

"As the source of power internal-combustion engines for gasoline or benzol fuel are employed, as these combine a great power output with small weight and allow for the carrying of sufficient quantity of fuel to last for a whole day's service of 60 to 90 miles. . . . . .

"At both the front and rear ends [of the tractor] an internal-combustion motor is located with the necessary cooling arrangements and other accessories. In the center between generating sets is the space for the driver, in which all the handling apparatus, levers, etc., are placed for driving and steering the entire train.

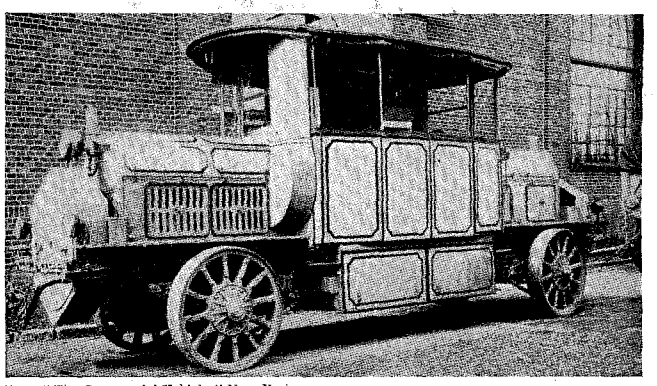
"Each of the combustion engines is direct-connected to a generator, so that there are thus two separate, independent generating units, which may be employed either together or separately, according to the amount of power required, the length of the train, and the condition of the roads. The regulating-devices for the dynamos allow of varying their working voltage from nil to the maximum in a very gradual manner. The electric current thus produced is supplied by means of a strong cable (which can of course be disconnected between any two vehicles) along the whole length of the train to the electric motors at the driving wheels.

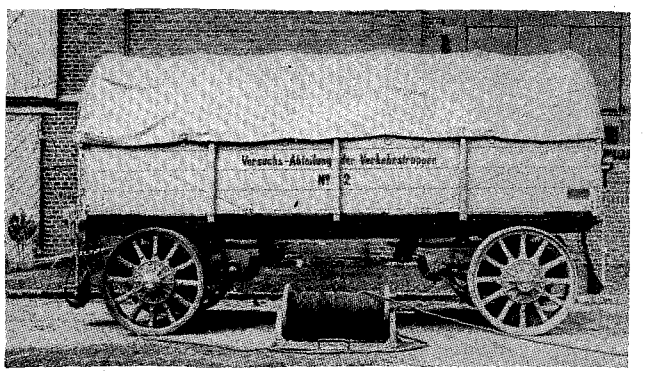
"The tractor differs from the motor trailing-cars only by its superstructure and the fact that it contains the engines, in lieu of which there is the empty truck hold in the motor trailing-cars. The truck frames are therefore all alike; a straight plate steel frame rests with its two ends on so-called one-axle bogies. Each bogie, which consists mainly of the axle and wheels, the car springs and the truck frame, carries an electric motor with driving-gear for the two wheels. These driving-gears, which comprize a differential countershaft with two chain gears, are constructed on conventional gas motor-truck lines, and thus show no new features. The two bogies of each vehicle are coupled in such a manner that the turning of the one bogie will produce a turn of the same extent of the other bogie but in the opposite direction, so that curves can be described with small angularity of the axles.



From "The Commercial Vehicle," New York.

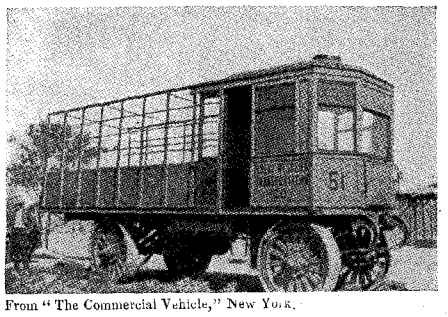
AN OIL-TANK MOTOR-WAGON.





From "The Commercial Vehicle," New York

DOUBLE-ENDED TRACTOR AND TRAILER FOR MOTOR ROAD TRAIN.



From "The Commercial Vehicle," New York.

TRACTOR FOR MINING-COMPANY.

"The tractor and the motor trailing-cars as well are constructed in such a manner that they can be run in both directions; for reversing the direction of travel they therefore do not require to be turned around. . . . . .

"Between the several vehicles there are provided (besides the cable junction) mechanical coupling contrivances for holding the train together. These must serve at the same time for operating the positive steering of the motor trail cars into the direction determined by the driver for travel of the tractor. These couplings . . . allow in a very simple manner of the whole train traveling backward.

"The tractor or engine-car may be arranged at any part of the train . . . so that the shifting of the train can be carried out in the same manner as on railroads. . . . For starting the train the driver need only start one of the engines. The second engine can be started or cranked up at any time during the travel with the aid of the first engine. . . . . .

"Besides the electric brake, each vehicle is provided with a hand-brake, which acts on all four wheels. Trains intended for use in mountainous districts are furthermore fitted with a second continuous brake, which may be operated either electrically or pneumatically."

(*Continued on page* 252)

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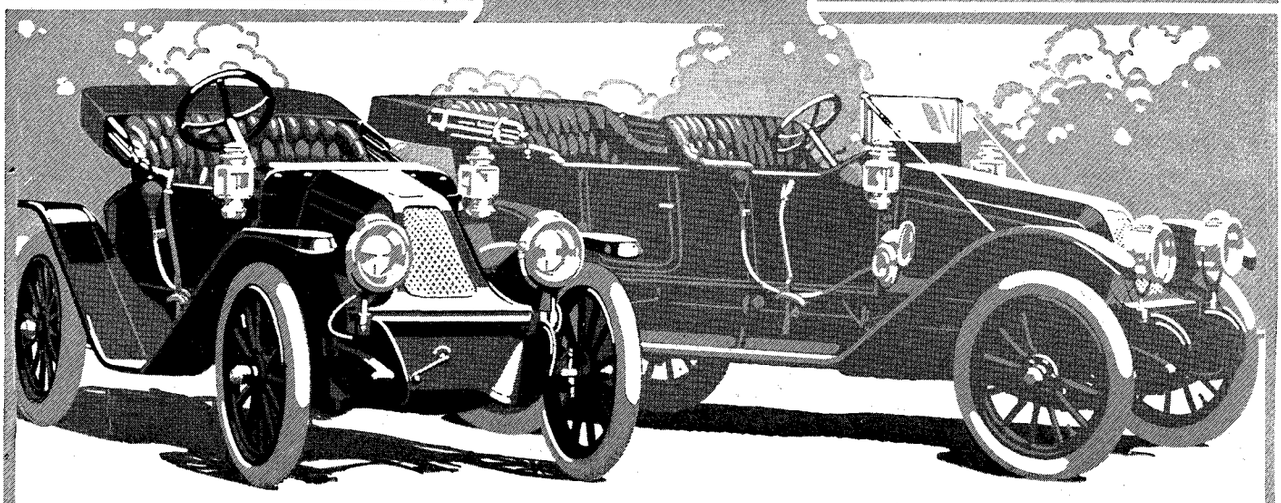

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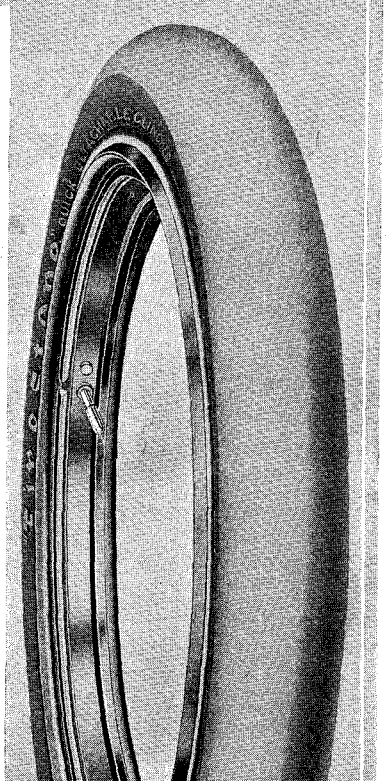

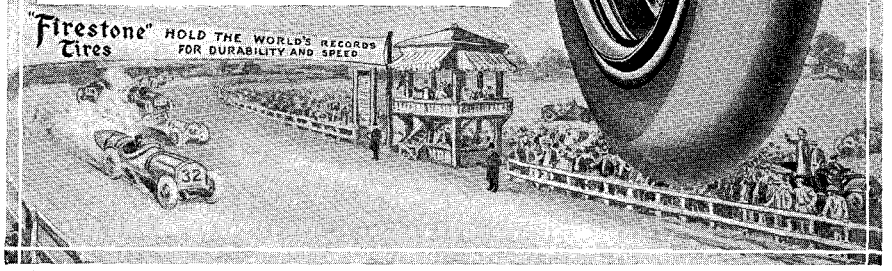

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MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page 250*)

WHAT CAUSES TIRES TO GIVE OUT

It is an actual fact, says a writer in *Motor*, that the "giving out" of 75 per cent. of the tires, barring accidents, is due to neglect or misuse. In other words, very few tires give out from faulty construction.

"We do not say that neglect or misuse is intentional, but rather due to ignorance on the part of the user. The average motorist is indifferent in regard to the care and use of his tires. As a rule, he is so taken up with the study of the magneto, the carbureter, etc., that he really has no thought of his tires. . . . . .

"Inasmuch as the up-keep of tires is considered the greatest running expense of any car, why not consider that this expense could be greatly reduced by posting yourself on the care of your tires?

"Most users accept troubles other than with the tires as a matter of fact and a part of the 'game,' but with reference to the tires, if the least trouble is experienced, regardless of its nature, the same man is ready to condemn the tires and feels free to express his opinion of their maker. He does not do this because he wishes to be mean or inconsiderate. He has neglected to post himself in regard to his tires, and hearing others condemn their tires he assumes that the tires are to blame. The tire in itself is a great study, and by properly caring for your tires they will serve you better and add to the comfort and pleasure of your motor hours. . . . . .

"It is true that some tires blow out without any apparent cause and are absolutely at fault. A great proportion of tire trouble, however, arises from accidents or misuse which are impossible to trace. Blowouts come particularly under this head. The fabric in a tire is not indestructible and after once having received a severe bruise (this often occurs without making the slightest mark on the outside of the tire) it finally gives way to the constant strain. . . . . .

"It often happens that an inside patch is applied to a cut extending entirely through the tire. Such a patch will in short order work into the cut, and, acting as a wedge, force the fabric apart, causing it to break or pull apart from bead to bead. A far more effective method in caring for cuts of this nature, is to use an inside protection patch and an outside emergency band.

"Small cuts in the tire case should not be overlooked. Such cuts frequently extend to the fabric, so that moisture and grit are bound to work in and fabric deterioration and blistering of the thread is the result. . . . . .

"Faulty alinement usually occurs on the front wheels and affects both tires alike. Improper adjustment of the steering apparatus or a bent knuckle or axle are responsible, for wheels that are permitted to 'toe in' will soon wear through the toughest tread.

"No tire will withstand rough treatment on its sides, such as comes from running over muddy roads with a frozen crust insufficient in thickness to support the car. Rubbing against the curb stones is just as bad. Let the wear and tear of your tire fall on the tread. . . . . .

"While almost any chain will injure a tire, some are more injurious than others. The method of fastening likewise has something to do with injurious effects. One should always apply a chain loosely enough so that it will have play sufficient to work around the tire, distributing the strain to

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all points alike. Many a good tire has been cut to pieces by chains held tightly in one place.

"It often happens that while the outer covering of a tire may not be marred, yet the tire has received a terrific blow from some smooth and blunt object which was sufficient to disrupt the fabric construction. . . . . .

"Unquestionably more tires are ruined on account of underinflation than from any other cause. There is little danger of overinflation, unless an air bottle is used. The flat, out-of-shape appearance, with the wavy condition of the tread, due to a loosening of the tread from the carcass, shows the results of running a tire too soft. . . . . .

"Do not employ tires of a size barely adequate to carry the weight of the car and its occupants. You ought to have a margin of tire strength to go and come on.

"The occasional increased load or burst of speed overstrains; the construction of the tire is weakened, and the final blowout is the result."

FEDERAL LICENSES ADVOCATED

The diversity of license requirements exacted by various States leads *The Cycle and Automobile Trade Journal* to advocate a uniform Federal license. Says this journal:

"Statistics show that seventeen States, *i.e.*, Connecticut, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Minnesota, Missouri, Nebraska, North Carolina, Oregon, Rhode Island, South Dakota, Utah, Washington, and Wisconsin allow motorists to tour through the State for periods ranging from ten to forty days, provided they carry the license-tag of their home State.

"Nine States, *i.e.*, Delaware, Maryland, New Hampshire, New York, Ohio, Pennsylvania, Vermont, Virginia, and West Virginia allow visiting motorists to tour through the State for periods ranging from ten to forty days, provided they carry the tag of their home State and provided their home State allows the visited State the same privilege; in other words, reciprocal exemption.

"In three States, *i.e.*, Texas, Tennessee and New Jersey, visiting motorists must secure a license. In Texas it costs 25 cents; in Tennessee, $2, and in New Jersey, from $1 to $10, according to horse-power.

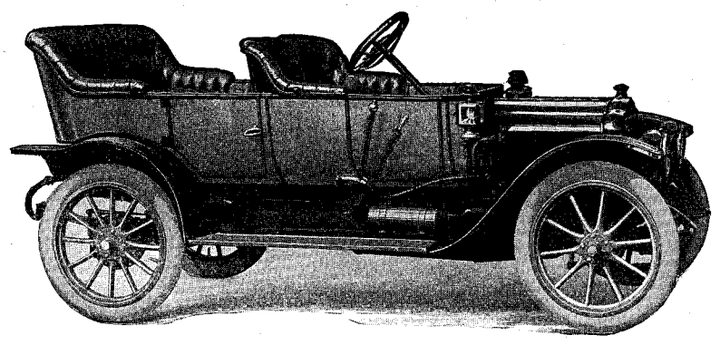
"The States not mentioned have made no provision for non-resident motorists. Such a diversity of laws and regulations is annoying, perplexing, and expensive for the motor-car owner. The primary intention of licensing motor-cars was to give them a distinctive number, so that they could be readily identified. There is just as much justice in making a man register his horse in every State, or his dog, or trunk, or wife, for that matter.

"The only remedy for this condition of affairs is a license issued by the Federal Government. The Bankruptcy Law was in just such a muddle and was remedied by Federal legislation. Divorce law is another case in point. There is no doubt that sooner or later these matters will pass to Federal jurisdiction, and the sooner the better."

SCARCITY OF WOOD FOR WHEELS

"At the annual convention recently held in Detroit of the National Rim Manufacturers' Association, attention was called to the rapidly growing scarcity of oak and hickory for wheels. The consensus of opinion was that at the present rate of cutting, the supply would be exhausted in two or three seasons, when the wood will become too scarce for general use.

"This is exactly what happened in Europe some time ago, and we may, in a few years, be using wire wheels, as is the case abroad."—*Cycle and Automobile Trade Journal.*



The Final Test of a Car—Results

SUMMED up in every possible way, what the prospective purchaser of a motor car wants to know is—what can I do with the car before me? The kind of engine determines the power and economy of operation—the kind of transmission determines the ease with which one gets over the road—the size of the tires and wheels determines the comfort of riding—the compression release makes the car easy to crank—the cylinders being cast en bloc makes the engine simple and easy to care for, but all this mechanical description means nothing to the buyer if the car won't run—if it can't climb a hill—if it can't go where he wants it to go and come back—if it costs so much to go and come back that he can't afford to own it. So it is the results you want—the story of operation that you must have.

Some White Gasoline Car Results

There are hundreds of White owners who are getting enjoyment out of every spare moment of their lives—they are taking trips they have never taken before—enjoying scenery never viewed before—getting out of life more than life has meant to them heretofore; and yet, from Maine to Texas, from ocean to ocean, there comes but one story from them all—a story of enjoyment made doubly enjoyable because it costs so little. Every White owner talks to you of performance—every White owner talks to you of economy—there is not an owner of a White gasoline car to whom we could not refer you as a prospective buyer of one. Why?—because they are getting twenty miles as an average on a gallon of gasoline with a White "30"—because of the moderate size and weight of the car, their tire expense is abnormally low—because the car is so well built that there is practically no such thing as repair bills.

Possibly it's the kind of car you want—if so, write today for a 1912 announcement and the testimonials of owners.

The White Company

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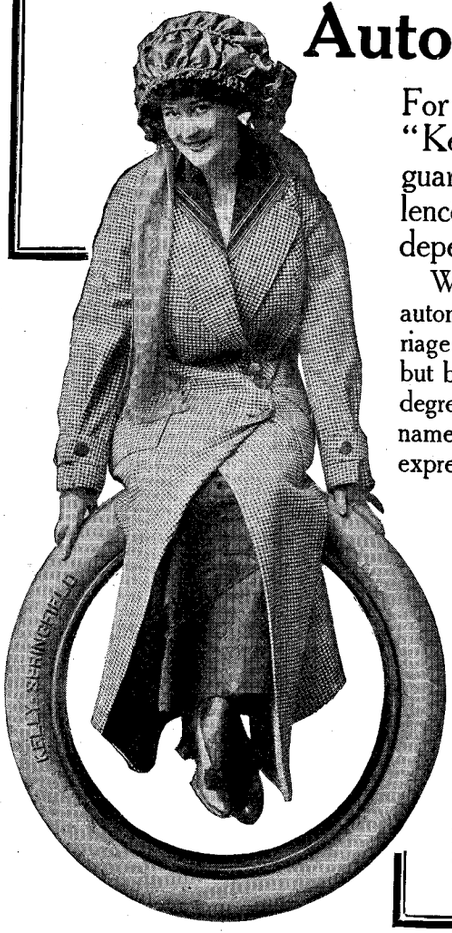
Kelly-Springfield Automobile Tires



For sixteen years the name "Kelly-Springfield" has been a guarantee of carriage tire excellence. The tire made the name dependable.

We have given this name to our automobile tires, not because our carriage tires made the name dependable, but because our automobile tire has a degree of durability which no other name except "Kelly-Springfield" fully expresses.

I have ordered Kelly-Springfield Tires put on my new 1911 Packard all around, as these tires have practically doubled the service of any tires that I have ever used, and I have tried about all of them.

W. P. BROWN (Brown & Rittenhouse), Produce Commission Merchants, New York City.

Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better

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THE QUESTION OF THE "SEASON MODEL"

For some time there has been a tendency in the automobile trade to discard season models in pleasure cars. The attitude of the trade in this regard is made clear in a recent article in *Motor*. This magazine has obtained a consensus of opinion from the leading manufacturers, showing that twenty-eight favor the season model while one hundred and fifty-five would eliminate it. To quote from *Motor:*

"While there is more or less reason for the beginning of every habit, there usually comes a time in the life of each when it can no longer be logically supported, when, in fact, reason dictates that it should be given up. The bringing out of a new model or several new models each year has been the habit, or we might say custom, of the makers of motor-cars, and there can be no doubt that that habit had its origin in sound reason. The question now is, however, Has not the time arrived when it should be given up? Is there reason for continuing it? Must the 'season model' go?

"It has been noticed for some time that there is a strong feeling among some members of the trade that the time has come when motor-cars should no longer be produced in various types or models according to the calendar. There is a belief that other things than the position of the moon or the number of leaves on the office calendar should determine when it is time to make changes in car design. Several makers have already announced their intention of bringing out no more season or yearly models and of making detail changes in construction just as soon as, and at whatever time they can do so, to the greatest possible advantage of both the purchaser and themselves.

"In the early days of the industry the season model marked the progress of development and was not only a result of the then existing conditions, but a very desirable central factor in a sales campaign. But they were not so much 'new models' in those days as they were new cars, for it often happened that nothing more than a slight suggestion of similarity in some minor detail linked the product of one year with that of the year before. . . . . .

"To find out just how the whole trade feels about this season-model business, we asked them. We sent out ballots and requested all the manufacturers of cars to indicate whether they favor continuing the idea or not, and from the replies we find that approximately 82 per cent. are opposed to continuing the present plan, while 18 per cent. believe that it still has value. . . . Of those in the majority, the consensus of opinion seems to be that while the season model served its purpose at one time, it has passed the days of its usefulness and is now more a hindrance than a help. Even those who favor continuing it seem to feel that its life can not be long. . . . The very early announcement of new models is frowned upon by many.

"The chief argument of those who do not favor the season model is that it is unnecessary since standardization of design has practically been attained; that all manufacturers should, as certain progressive ones now do, make changes as soon as they can be made economically without regard to the time of year, so that purchasers may reap the benefit from them as soon as possible. Another interesting argument is that . . . the announcement of a new model knocks too great a percentage off the value of the car the year before."

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PERSONAL GLIMPSES

CHIEF CROKER'S FIRST FIRES

CHIEF CROKER is retired now, but for many years he was in the front rank of the world's great fire-fighters. It seems strange to learn that he went into fire-fighting very much against his will. "In fact," says Mr. Croker in the New York *Evening World*, "my earliest ambition had been to become a locomotive engineer. To sit in the cab of a big camel-back, its master, and to feel the big iron monster responding to the touch—that was the goal to which all my baby thoughts had turned."

At the age of twenty young Croker was indeed working on a railroad, but his dreams were as far from fulfilment as before. He just could not seem to succeed. One day, however, his uncle, Richard Croker, the Tammany boss, came to him and said:

"Eddie, why don't you go into the Police or Fire Departments? You think it over and let me know."

He said he was willing, and was given an appointment. He goes on with the story thus:

I was put on probation for ten days without pay and then permanently assigned to Engine Company No. 50, on East 166th street, between Third and Washington avenues.

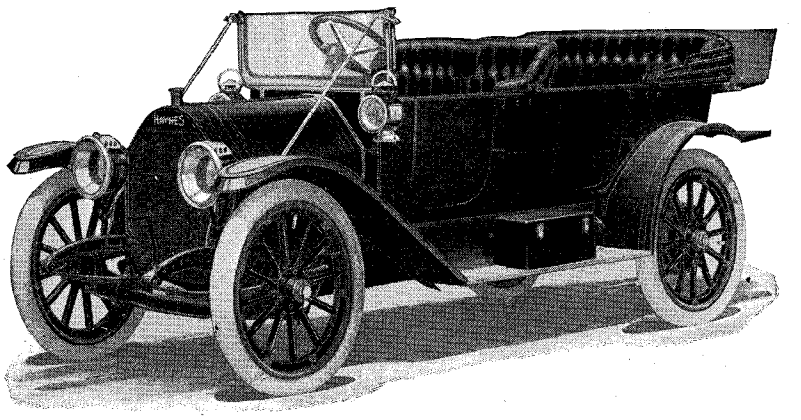
The foreman there was Capt. John Ward, an old fireman who knew the business. He was a strict disciplinarian and I learned from him within a few days that the first duty of a fireman was to obey orders and not to ask questions.

I was on watch that night when the gong sounded. I counted it and knew the box location in an instant. It was only around the corner on Washington Avenue. In a moment came the welcome excitement which I had looked for so long. It was a bustle and a hustle, and I swung aboard the hose-jumper and felt then the real tingle of nerves which made me feel equal to any emergency.

It was such a small fire—a bedroom fire in a frame house on Washington Avenue, near 167th Street. The hose was strung in and I followed the pipemen upstairs. I got my first smell of smoke, and it acted almost like an intoxicant. I was not much help. The fire was put out in a few minutes. But I knew that I had not missed my calling. I knew that I was born for nothing else.

The second fire was too long coming, and I determined to get into a busier company. I heard that No. 33 Engine, in Great Jones Street, was the hottest in the city, and I asked for a transfer to that house. I got it.

Captain Birmingham was in command there and I soon found the difference between 33 and 50. This was a double company with two sections. The first section got all the first alarms and I was much disappointed to find myself assigned to the second. Foreman Nash, now of 74, was then engineer in 33 and I learned much from him about the apparatus.



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1893 **HAYNES** *1912*

Automobile

Haynes 40 Touring Car, Model 21, 5-passenger, $2100, fully equipped.

Haynes 40 Close-Couple, Model 21, 4-passenger, $2100, fully equipped.

Haynes 40 Limousine, Model 21, electric and oil lighted, $2750, fully equipped.

Haynes 40 Colonial Coupe, Model 21, electric and oil lighted, $2450, fully equipped.

Haynes 50-60 Touring Car, Model Y, 7-passenger, $3000, fully equipped.

Haynes 50-60 Fore-door Limousine, Model Y, electric and oil lighted, $3800, fully equipped.

All models are so designed as to accommodate dynamo electric lighting equipment, which we will install for purchasers at nominal cost.

THE 1912 Haynes car, product of America's oldest and most experienced automobile manufacturers, is bigger in every way, more powerful and more pleasing in its lines than any of its predecessors. The time-tested sweet-running Haynes motor has been built with greater stroke and bore, giving more power, greater flexibility and decreased vibration. The wheel base has been lengthened. The brakes are larger, providing 1 square inch braking surface to every 13 lbs. of car. And with these improvements there are many refinements in style, such as the rich black body and running gear, with black enamel and nickel trimmings throughout.

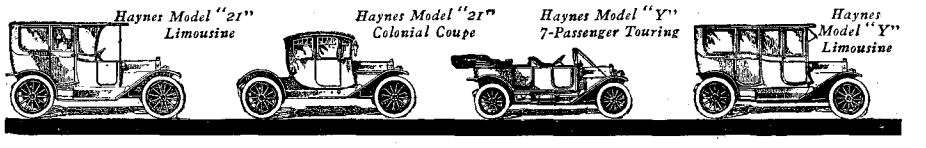
The 1912 Haynes is now ready for delivery. You can see the new models at our branches and agencies, or we shall be glad to send you a catalogue and name of nearest dealer.

SPECIFICATIONS HAYNES MODEL 21

Motor. 4 1-2 inch bore, 5 1-2 inch stroke, T-head Haynes type cylinders cast in pairs, offset 1-2 in. Flexible four point suspension.
Wheel Base. 120 inches.
Ignition. Eisman dual magneto, with dry cells for starting.
Carburetor. Stromberg 1 3-8 in., Model B.
Lubrication. Splash and force feed, oil reservoir in lower half of crank case and filled through bleeder pipe in center of crank-case.
Steering Column. Worm-and-gear type. Timken roller bearings on shaft, corrugated hard black rubber rim, aluminum spider, 18-in. wheel.
Clutch. Haynes contracting steel band on bronze drum. Supported by crank shaft. Easily adjusted and lubricated.
Transmission. Selective type, three speeds forward, one reverse. Timken roller bearings.
Rear Axle. Timken full floating type, pressed steel housing supporting full weight of car. Shaft, nickel steel.
Front Axle. Single piece I-beam 2 inch, drop forged. Spring seat forged integral. Spindles 5-16 inch diameter. Timken roller bearings.
Wheels. Artillery type wood, twelve spokes front and rear. Boss spokes alternating in rear wheels.
Tires. 36 x 4 inch, front and rear. Demountable rims.
Springs. Front, semi-elliptic; 40 inches long, 2 inches wide, 7 leaves; rear, 41 1-2 inches long, 2 inches wide, 6 leaves. Fitted with grease cup, both front and rear.
Brakes. Internal and external on rear wheels. Drum 14 x 2 1-2 face.
Colors. Body black, 18 coats of paint, all hand rubbed. Wheels black same as body. All metal equipment, gun metal, black enamel and nickel.
Equipment. Eisman dual magneto Stromberg Model B Carburetor, silk mohair top, wind shield, Prest-O-Lite tank, five lamps, Warner 60-mile dial Speedometer, extra Dorian Remountable Rim, Tanner automatic gasoline gauge.

HAYNES AUTOMOBILE COMPANY

NEW YORK—1715 Broadway **Dept. D, KOKOMO, IND.** **CHICAGO—1702 Michigan Avenue**



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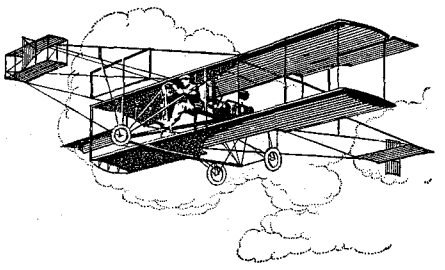
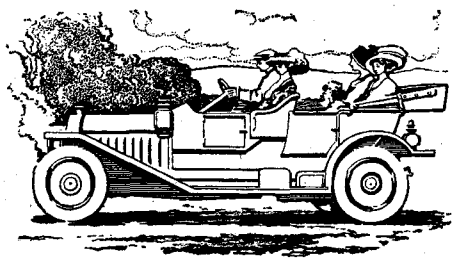


THE present development of aeroplanes and "motors" for land and sea has been made possible by the gas engine.

The gas engine has been made practicable through the development of suitable fuel and lubricating oil.



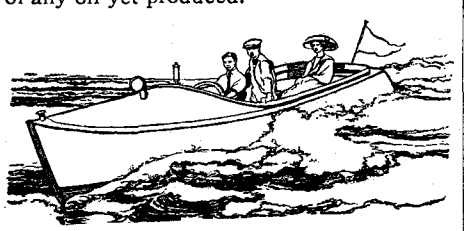
In the production and improvement of these gas engine necessities, this company has always led.

We particularly want to call your attention to our Polarine Oil.

Polarine

This Oil is the product of an elaborate series of special manufacturing processes—many of them devised especially for Polarine.

We can safely say that Polarine Oil affords the most perfect lubrication for gas engines of any oil yet produced.



The Polarine brand covers:

Polarine Oil (in gallon and half-gallon sealed cans, in barrels and half barrels), *Polarine Transmission Lubricants, Polarine Cup Grease and Polarine Fibre Grease.*

These lubricants cover the needs of every part of the car.

Send to our nearest agency for "Polarine Pointers" which includes hints on the care of motor cars.

Standard Oil Company
(Incorporated)

Bonner was Deputy Chief and had quarters in 33's house. I knew that he could put me in the other section. So, one day an opportune time came and I told him that I had entered the Fire Department to learn the fire-fighting business and that unless I was put on the busy side of the house I should get out.

"Want more work, eh?" said he. "Well, I guess we can arrange that."

Two days later I was assigned to the first section.

And it was in this section, as assistant foreman, that some of Croker's biggest fire-fighting occurred. It was 'way back in '84. One very bitter night, he relates, a call came in from the box at Houston and Mott streets. He continues:

It was along toward 6 P.M. When we turned into Bleecker from Broadway I saw the whole street lighted from the flames, which were showing from a big lithographic plant at the corner of Mott.

We were the first company due, and we coupled on the nearest hydrant and found it frozen fast. We ran to the next and found it clear. The fire had been burning some time. The fire had eaten its way up into the center of the building and the interior was a furnace.

The floors of the building were heavily loaded with presses, and we had scarcely got a stream on the front end when a portion of the third floor gave way with a roar and the fire poured from the windows with redoubled force. . . . . .

There were no reliefs then. One fought the fire until one dropt from exhaustion. I recall that a dozen times I seemed on the point of collapse, but something kept me up.

At 3 P.M. the next day we had the fire out. But No. 33's men were sent into the water-filled cellar to "wash down." The walls did not fall and there was some fire under the ground flooring. We took in pipe with the water up to our waists, and while at work walked into a boiler pit. The water went over our heads. I scrambled out, soaked to the skin, and worked twenty minutes longer. When we came out and the cold air struck us our clothes froze stiff. We got back to quarters just before 4 o'clock and were thawing out when Station No. 236 came in at Houston and West Broadway.

Many of us were still in our wet clothes, but we turned out again to a fire on the southwest corner of Bleecker Street and West Broadway. It was a carriage factory and showroom. This was a five-story building and 33 was the first on the scene. We carried our pipe into the building through the front entrance and worked to the roof. It was still very cold and we were on the job all that night. This was almost forty-eight hours without sleep and we were all in bad shape. I remember that the roof caved in with us and the whole company went down one floor. It was a wild scramble for life, but none of us got more than a few cuts and bruises.

We confined the fire to that building and got back to quarters and to bed. And beyond our beds we had no comforts at 33. We had a little eight-by-ten sitting-room in the rear of the apparatus floor behind the horses and yet every man was contented. Nothing ever felt so good to me as the feel of that bed when I turned in.

THERMOS

On the deck of the Ocean Liner or Excursion Steamer Thermos has a delightful drink always ready. All yachtsmen use it. And Thermos is just as practical for the canoeist as for the owner of the ocean going steamer yacht. That's one of the wonders of Thermos.

Every sport is made more enjoyable and more healthful by Thermos. Motorists, horsemen, golfers, hunters, fishermen and all lovers of outdoors swear by it.

The comfort that Thermos gives is not alone for the recreation hours. In the busy factory, office and in the home it serves as well.

For the nursery, sick-room, piazza and in the kitchen you can have Thermos always ready with a perfect drink hours, even days after it was originally prepared.

For 72 hours Thermos keeps any liquid icy cold or piping hot for 24 hours.

Pint bottles $1.00 up
Quart bottles 2.00 up
Lunch Kits 2.50 up

Buy Thermos in any good store.
Heed this warning: Beware of imitations.
Some things may have been successfully imitated, Thermos is not one of them.
Insist that the word Thermos be stamped on the bottom of any article that you buy. See it, then you will not be defrauded into buying a leaky, unsatisfactory failure.
Thermos is a word that imitators dare not use.

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Guarantee:—If holes in toe or heel within 6 months — New Ones Free. Obtainable only through our accredited agents or direct.
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Our readers are asked to mention THE LITERARY DIGEST when writing to advertisers.

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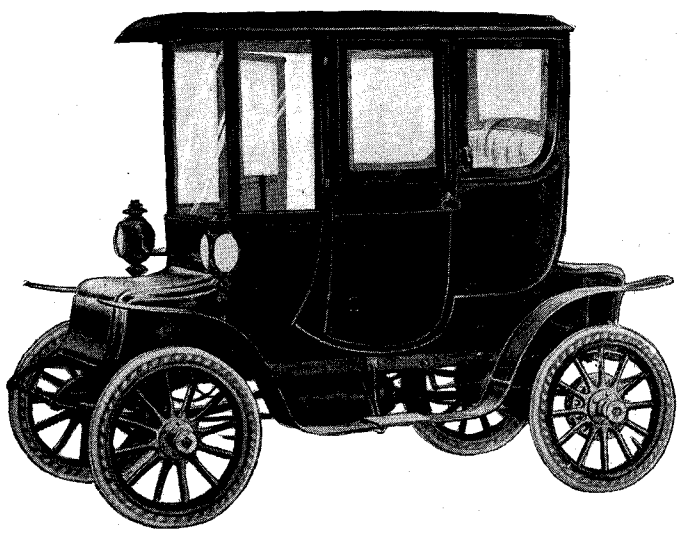
JAPAN'S "SILENT ADMIRAL"

"IN all his life," says a contemporary writer, "Admiral Togo has scarcely spoken as many words as Senators La Follette, Bailey, or Cullom will dispose of in an average day." And why? Is the great Japanese hero, now our official guest, any less radical, less progressive than they? The answer is "no"—for Admiral Togo, he whose fame now rests in as lofty a niche as does even Nelson's, is a dealer in actions and not in words. But this "character of silence," writes Adachi Kinnosuke, in the American *Review of Reviews*, was, indeed, often misunderstood. His fellow officers were inclined to think him slow or stupid, and the best that Captain Smith could say of him—even after the brilliantly planned battle of the Sea of Japan—was:

"Togo was an excellent fellow. He was not what you would call brilliant, but a great plodder, slow to learn, but very sure when he had learned. . . . . ."

Captain Smith was the commander of the British training-ship *Worcester*, at Plymouth, from whom Togo got his early education. But Captain Smith was not the only one to "scarcely deem the young man brilliant," and we read:

"Fool Heinachi" was the fond title by which Marquis Saigo Judo, the younger brother of the Great Saigo, used to call the Admiral. In fact, the Marquis Saigo was the Minister of Marine at the time of the Chinese-Japanese war. When the report of the sinking of the now famous *Kowshing* (a British ship chartered as a transport by China, but sailing under the British colors), by the captain of the *Naniwa*, who was no other than the present Admiral Togo himself, reached Tokyo, Prince Ito, who was

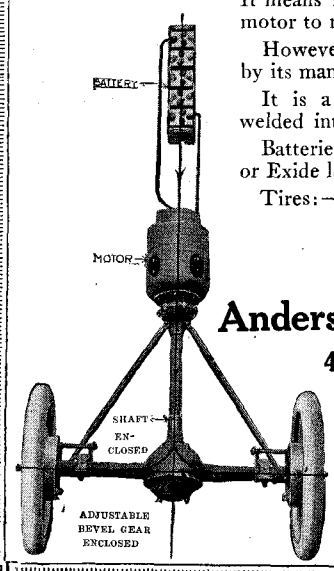


EVERY line of the Detroit Electric is simple, clean-cut, generous, frank.

It invites your close acquaintance, companionship, confidence.

It entreats you to look deeper than its distinguished outward beauty, to fundamental principles of structure, upon which depend your safety and permanence of investment.

Learn from yourself the reason why our Direct Shaft Drive is "Chainless." *It means much to you*—a straight path of power from motor to rear axle—an exclusive feature.



However, judge the Detroit Electric as a whole, not by its many exclusive features.

It is a masterpiece of perfect working mechanism welded into a harmony of oneness.

Batteries:—Edison, nickel and steel, Detroit, Ironclad or Exide lead. Edison and Ironclad at additional cost.

Tires:—Pneumatic or Motz Cushion.

Do not hesitate to write us for any information you may desire.

Anderson Electric Car Company

437 Clay Avenue
Detroit, Michigan

Branches: New York, Broadway at 80th Street; Chicago, 2416 Michigan Avenue; Buffalo and Cleveland. Selling representatives in all leading cities.

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OAKLAND, CALIFORNIA

No where else in the U.S. can you obtain higher rates of interest with less risk than in this great, prosperous western country.

16th Year of Issuance

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5,000 Satisfied Holders in California

For 1, 2, 3, 5 or 10 years. Interest payable quarterly or semi-annually

Principal and interest secured by the total assets of the corporation, amounting to over fourteen million dollars.

By becoming a client of The Realty Syndicate, you not only get in touch with the Pacific Coast at the beginning of a period of great prosperity, but also have the advantages of our organization as headquarters during the

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Syndicate Building, owned by The Realty Syndicate

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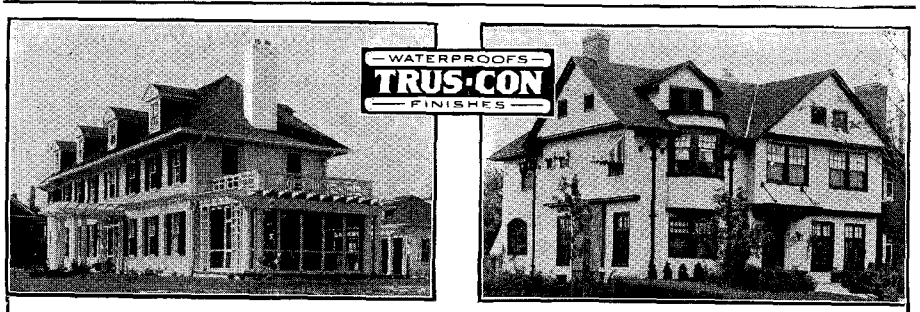

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Trus-Con Exterior Wall Finish, applied with a brush, makes walls better than new—has a beautiful, uniform flat tone—is always clean, because readily washed—has a dampproof, weather-resisting surface—hard as flint—becomes an inseparable part of the concrete, sealing the pores and filling the hair-cracks—does not peel or crack off like paint.

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Write for Free Trus-Con Color Card. Tell us about your requirements, so we can give detailed suggestions and name of nearest dealer.

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STICK
POWDER
CREAM

All ways but always

COLGATE'S SHAVING LATHER

Whichever way you use it, always softening—always soothing—always sanitary. A rich, lasting, plentiful lather.

Three Kinds of Best

Whether you prefer Stick, Powder or Cream, Colgate's will give you a perfect lather.

Send 4c. for generous trial size of the one you desire.

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199 Fulton St. NEW YORK
Makers of the famous Cashmere Bouquet Soap

STICK POWDER CREAM

SINCE 1795 FAVORITE
FOR INFLAMED AND WEAK
EYES DR ISAAC THOMPSON'S EYE WATER

Gives almost instant relief and is easily applied. For bathing the eyes it is indispensable. Booklet free.
25¢ SOLD EVERYWHERE.
JOHN L. THOMPSON, SONS & CO.
163 River Street, Troy, N. Y.

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

Keep Your Dog Healthy in Dog Days by giving him proper food

His disposition depends largely on his digestion. A dog fed on

AUSTIN'S DOG BREAD

will not snap and bite. A safe and sane food for pet dogs. Just what they need.

Sample Free Send postal—state whether for Austin's Dog Bread or Austin's Puppy Bread, and give name of your dealer.

Austin Dog Bread & Animal Food Co.
208 Marginal St., Chelsea, Mass.

the premier at the time, called a cabinet council at once. "It's a terrific mess," said Prince Ito. "It may cause no end of troublesome complications."

Saigo, then Minister of Marine, sympathized with his chief: "Togo has always been a fool—since his boyhood times," he said. "He's a fool now as of old. It's a pity to make a fool commit harakiri, tho. . . . . ."

But unluckily for China, and even more unluckily for the Czar, Togo was not forced "to suicide," and emerged from the "bad-looking affair" with Saigo's best wishes, and an honorary promotion as well. However, his rise in the ranks was none too rapid at that—mostly, as we learn, because—

The very constitution of the fighting force of Nippon does not permit the possibility of a one-man power—of a spectacular Napoleonic or Nelsonian régime. That perhaps is the reason why there is so little of Admiral Togo in his official report of what has been called the greatest naval battle ever fought in the history of man, and such a great deal of the sovereign virtue of his Majesty the Emperor, and the devotion of the men and officers under him. That, also, is the reason why the greatness of the commander becomes all the more brilliant, because of the difficulties of commanding the confidence and the hero-worship of his men under such conditions. That, again, is the reason why the Admiral is a rather disappointing feature on a military parade, and in the after-dinner speech-making séances and such soul-filling comfort on the bridge of a *Mikasa*.

It is too bad the children could not know it tho—that Togo is here—"he loves them so."

Togo the Terrible, one of the American newspaper reporters dubbed him once in the war days. He ought to see the Admiral in the midst of children. He is a perfect picture of a loving grandfather. Silent and sparing of words in the company of grown-ups, he laughs full-lunged and heartily when he is with children. All Tokyo newspapers testify that the most beautiful and touching smile which lighted up the Admiral's face on his return from the battle-field to his home city, was called forth by the "banzai" of school-children.

When Tokyo was on the crest of the riotous flood of enthusiasm to welcome the victorious Admiral home, the boys of the Imperial University hatched up a deep-laid plot which was quite Occidental. They heard of the imperial carriage which the Emperor sent to the Admiral that he might ride in it. They were to waylay the great sailor in the imperial carriage; unharness the horses and harnessing themselves in their places, to give him a good ride through the streets of Tokyo. The Admiral heard of it. He sent his chief of staff in the carriage and with the hand of his little daughter in his, he walked unnoticed amid the mob of people, along with the procession. And, of course, enjoyed the joke immensely.

The Admiral does not like to make speeches. Heavens! What a time he will have this month in America, poor Ad-

Before Buying Shirt Studs

Ask the jeweler to show you the

KREMENTZ BODKIN-CLUTCH

Studs and Vest Buttons

The kind that are free from all bother or weak points.

NO { spiral springs or tubes
hinges
soldered joints
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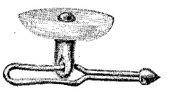
Go in like a Needle



Hold like an Anchor

Do not mar or rumple the stiffest shirt front; and work as easy in a coat shirt as in a plain bosom.

Made in all grades from rolled gold plate to the most expensive gold and platinum set with precious stones.

Guaranteed A new stud or vest button free in exchange for any bodkin-clutch broken or damaged from any cause

Booklet, "Solid Facts," on Request

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An Exceptional Opportunity For Bright Men

Be our representative; sell our new accident insurance policies; $1 to $10; easy to sell, everybody needs one; commissions liberal. Agents make big money and establish themselves in good permanent business; fine chance for an energetic man; can handle in spare time. WRITE AT ONCE.

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We own and offer at a price to net 4.80% a first mortgage underlying 4½% bond of a prosperous public utility company operating in one of the largest Cities in the United States. These bonds mature August 1st, 1921, more than twenty years before the company's franchises expire; and the proportionate earnings of the property covered by this issue are about five times the interest requirements. We will be glad to furnish upon request detailed information concerning this investment.

Ask for our Circular S-244

Guaranty Trust Company
of New York
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Capital and Surplus - - $23,000,000
Deposits - - - - - 163,000,000

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miral! But he can be eloquent when he wishes. Witness his speech to the spirits of the dead of his own command at the Aoyama cemetery. But on that occasion, there came to pass an incident much more eloquent than even his memorable speech. The Admiral took a child by the hand, a child whose father had died in battle; "Come," said he, "for I am going to talk to your father." And his eyes filled as those of a woman. Togo the Terrible? Nonsense! . . . . . .

"Father Togo, now gray-haired, walks quietly to and fro on the bridge of the *Mikasa*," wrote a Japanese officer in an intimate letter. The Admiral indeed is more famous for his love for children than for his victories—among those who know him well.

THE SPICE OF LIFE

Wise World.—The world likes a good loser, particularly if it gets some of his money.—*Lippincott's.*

Nothing to Fear.—LADY—"Yes, I've an umbrella that needs mending; but how am I to know that you will bring it back?"

UMBRELLA MENDER—"Have no fear, mum. I allus charges more for mendin' than I could sell the umbreller for."—*Red Hen.*

New to the "Beat."—THE NEW GIRL—"An' may me intended visit me every Sunday afternoon, ma'am?"

MISTRESS—"Who is your intended, Delia?"

THE NEW GIRL—"I don't know yet, ma'am. I'm a stranger in town."—*Harper's Bazar.*

Generous Giver.—Dr. C. H. Parkhurst, the eloquent New York clergyman, at a recent banquet said of charity:

"Too many of us, perhaps, misinterpret the meaning of charity as the master misinterpreted the Scriptural text. This master, a pillar of a Western church, entered in his journal:

"'The Scripture ordains that, "if a man take away thy coat, let him have thy cloak also." To-day, having caught the hostler stealing my potatoes, I have given him the sack.'"—*Lippincott's.*

Few Love a Fat Man

According to the newspapers and magazines, England is jealous of us.

Germany doesn't like us.

France is suspicious of us.

Japan is actually preparing to fight us.

Canada thinks we are going to kidnap her.

Mexico feels that we want to mortgage her resources and then foreclose the mortgage.

Spain positively detests us.

Cuba thinks we are a fresh lot of Alecks.

Chile secretly buys battleships to sell to other nations who want to lick us.

Russia thinks we are an ungrateful lot.

There are others—let these instances suffice for now.

Will the muckrakers kindly advise—does anybody love us?—*Puck.*

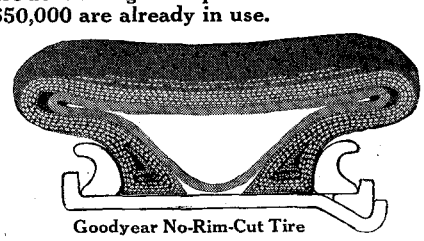
No-Rim-Cut Tires

10% Oversize

Six Months' Sales to July 1st, 220,000

The demand for Goodyear No-Rim-Cut tires is six times larger than two years ago. This tire has become the sensation. It has changed the whole tire situation.

Motor car owners, by the tens of thousands, have found that these tires cut their tire bills in two. These men have told others, and the others told others. Now tire users everywhere, as they learn the facts, are demanding these patented tires. About 650,000 are already in use.



Goodyear No-Rim-Cut Tire

No-Rim-Cut tires fit any standard rim for quick-detachable tires. Also demountable rims. The removable rim flanges are simply slipped to the opposite sides when you change from clincher tires.

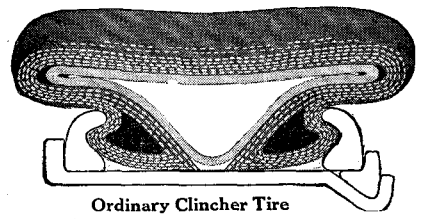
Then these flanges curve outward, as shown in the picture. The tire when deflated comes against a rounded edge, and rim-cutting is made impossible

With the old-type tire—see the opposite picture—these removable rim flanges must be set to curve inward. The thin edge of the flange then digs into the tire. Thus punctured tires are often ruined beyond repair in running a single block.

No-Rim-Cut tires have no hooks on the base. They do not, like clinchers, need to be hooked to the rim. Not even tire bolts are needed.

The reason lies in the tapes of 126 braided wires which we vulcanize into the tire base. These wires make the tire base unstretchable. The tire cannot come off without removing the flange, because no possible force can stretch it over the flange.

This braided wire feature is controlled by our patents. Others have tried twisted wires—others a single wire. But no other device yet invented makes a practical tire of this type. There is no other safe hookless tire.



Ordinary Clincher Tire

The No-Rim-Cut tire has an extra flare, due to the outward curve of the rim flanges. This enables us to fit the rim and still make the tire 10 per cent oversize. And we do it—without extra charge.

This means 10 per cent more air—10 per cent added carrying capacity. And that, with the average car, adds 25 per cent to th tire mileage.

This added 10 per cent takes care of the extras. It avoids the overloading which, with clincher tires, is almost universal. It saves blow-outs.

These two features together—No-Rim-Cut and oversize—under average conditions, cut tire bills in two. The records they make are amazing. Yet they cost the same as standard clincher tires—tires that rim-cut, tires just rated size. The saving is entirely clear.

Those are the reasons why men who know are demanding the Goodyear No-Rim-Cut tire.

Our Tire Book—based on 12 years of tire making—is filled with facts you should know.

Ask us to mail it to you.

GOODYEAR

No-Rim-Cut Tires

With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, LIBERTY STREET, AKRON, OHIO

Branches and Agencies in 103 of the Principal Cities
Canadian Factory: Bowmanville, Ontario
We Make All Sorts of Rubber Tires
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Costs little, no plumbing, little water. Weight 15 pounds, folds into small roll. Full length baths, far better than tin tubs. Lasts for years. Write for special agents offer and description. ROBINSON BATH CABINET CO., 693 Jefferson Ave., Toledo, O.

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Royal Olive Oil in Capsules

These famous capsules carry the world's best olive oil down the throat easily, avoiding spoon-&-bottle bother.

120 capsules Olive Oil, $1. 24 capsules Olive Oil, 25c.
Mailed free anywhere in U. S.
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Highest Prices Paid for Moving Picture Plays

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Durable and waterproof, with perfect ignition. Satisfaction guaranteed or money refunded. Sent post-paid, complete with pocket clip 35c. Special proposition to agents and dealers.

A perfect lighter. Occupies no more space in the pocket than a pencil. Indispensible to every smoker, hunter, fisherman, and automobilist. Heavily nickel plated and made of finest material.

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Secrets Never Before Put in Print

We have issued a book which tells, for the first time, the main reasons for our success.

It is startling in its frankness, daring in its revelations, long considered too valuable to print.

The ideas in the book came from a thousand sources. But we garnered and sifted and filed them.

The ways in which we employ them will give you new respect for this Agency's efficiency.

Part of the book deals with Strategy—the very climax of salesmanship-in-print.

This is the science of doing, by clever maneuvers, what used to be done by sheer force of attack.

National distribution is attained in a month. New products are made immediately profitable. Advertising is relieved of nearly all its uncertainties.

How this is done is shown by what has been done—by cited examples—in this new book.

The book also tells how we get information.

Old-time advertisers merely guessed at what would lead people to buy. They learned trade conditions through costly mistakes.

Now the wise reconnoiter. They make an actual canvass of dealers and users instead of depending on theory, guesswork and chance.

Then they start their campaigns with a skirmish line—an experiment, perhaps.

This book tells how men have won millions in this way, without any risk at all.

It also shows how one may profit by other men's experience.

Most selling ideas have been tested out. Most of our problems have been somewhere solved, most of the pitfalls discovered.

What folly it is to grope in the dark when one may be guided by recorded facts.

A thousand concerns have contributed to our storehouse of ideas. This book gives an insight to it.

Any man with a selling problem is welcome to this book. And every such man should have it.

The ideas it reveals are of wide application. They will better your qualifications.

It will lead to better advertising. And better advertising always leads our way.

Cut out this reminder; put it in your pocket. Then, when convenient, write us for the book.

A REMINDER

to write Lord & Thomas, Trade Building, Chicago, for their latest book, "Real Salesmanship-in-Print."

LORD & THOMAS

ADVERTISING

290 Fifth Ave., NEW YORK **132 North Wabash Avenue, CHICAGO**

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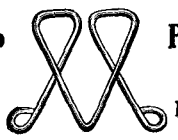

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Strong cloth cover, price only **60c** postage, 11c. extra.
Funk & Wagnalls Company, New York

Timely Tommy.—TEACHER—"Now, little Tommy, give us an example of the double negative."

LITTLE TOMMY—"I don't know none."—*New York Globe.*

The Sweet Thing.—CLARA—"He says he thinks I am the nicest girl in town. Shall I ask him to call?"

SARAH—"No, dear; let him keep on thinking so."—*Town Topics.*

Holidays.—WILLIE—"All the stores closed on the day my uncle died."

TOMMY—"That's nothing. All the banks closed for three weeks the day after my pa left town."—*Puck.*

Not For His.—THE "ANGEL" (about to give beggar a dime)—"Poor man! And are you married?"

BEGGAR—"Pardon me, madam! D'ye think I'd be relyin' on total strangers for support if I had a wife?"—*Sydney Bulletin.*

Not Exactly.—CONDUCTOR—"Did you get out and stretch your legs when we stopt at the junction?"

PASSENGER—"Well, not exactly; I went into the dining-car and had them pulled."—*Brooklyn Life.*

Beats the Dutch.—D'AUBER—"Your daughter paints in the Dutch school, does she not?"

MRS. NEWRICH—"Not much she don't! We pay $50 a quarter to give her private lessons at home. Dutch school, indeed!—*Philadelphia Record.*

Suspicious.—Johnny Williams had been "bad" again.

"Ah me, Johnny!" sighed his Sunday-school teacher, "I am afraid we shall never meet in heaven."

"What have you been doin'?" asked Johnny, with a grin.—*Harper's.*

Kindred Feeling.—The new cook, who had come into the household during the holidays, asked her mistress:

"Where ban your son? I not seeing him round no more."

"My son," replied the mistress pridefully. "Oh, he has gone back to Yale. He could only get away long enough to stay until New Year's day, you see. I miss him dreadfully, tho."

"Yas, I knowing yoost how you feel. My broder, he ban in yail sax times since Tanksgiving."—*Christian Intelligencer.*

Then She Saw Stars.—Booth Tarkington was talking in Indianapolis about the stage. "There were two actresses in an early play of mine," he said, "both very beautiful; but the leading actress was thin. She quarreled one day at rehearsal with the other lady, and she ended the quarrel by saying haughtily: 'Remember, please, that I am the star.' 'Yes, I know you're the star,' the other retorted, eying with an amused smile the leading actress's long, slim figure, 'but you'd look better, my dear, if you were a little meteor.'"—*San Francisco Argonaut.*

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FIFTY YEARS AGO

August 13.—A severe skirmish occurs near Grafton, Va.

August 14.—President Davis issues a proclamation notifying all residents of the Confederate States, who do not acknowledge the authority of the same, to leave the Confederacy within forty days.

August 15.—A number of officers and men who refuse to continue their service in the Union Army on the ground that their term of enlistment has expired, are arrested and sent to the Dry Tortugas.

August 16.—A grand jury in New York City indicts five New York papers as aiders and abettors of treason.

August 17.—A "peace meeting" at Louisville, Ky., splits into two factions—one Unionist and the other Confederate.

Four Indiana regiments are dispatched to Missouri.

August 18.—The privateer *Jeff Davis* is wrecked on the bar at St. Augustine, Fla., after playing havoc with Federal commerce.

CURRENT EVENTS

Foreign

July 27.—Premier Asquith in an official message, delivered in the House of Commons, warns Germany that in the Moroccan controversy England will demand her rights.

Japanese cruisers rescue 185 passengers on board the wrecked liner, the *Empress of China*, stranded off Nojma Saki light.

July 29.—Parliament is dissolved by Sir Wilfrid Laurier, Canada's Premier, who proposes to place the Reciprocity pact "squarely in the hands of the people."

Admiral Togo sails from London on the *Lusitania* for New York.

July 30.—The deposed Shah of Persia is marching on Teheran, the national Capital.

A Tokyo news agency announces that Count Katsura has tendered his resignation as Premier of Japan.

August 1.—Edwin A. Abbey, the American artist, dies in London.

August 2.—President Simon of Haiti is forced to flee from Port au Prince to a government cruiser.

Domestic

WASHINGTON

July 29.—Details of the absorption of the Tennessee Coal and Iron Company by the Steel Trust are revealed before the House Steel Trust Committee by O. H. Payne's attorney.

GENERAL

July 27.—St. Croix Johnstone, a Chicago aviator, breaks all endurance records over the Mineola, N. Y., aviation course, remaining in the air for over four hours.

July 28.—Death claims Edward M. Shepard, once Democratic candidate for Mayor and the candidate of the anti-Tammany faction in the Democratic contest for the New York Senatorship last fall.

July 31.—The Standard Oil Company of New Jersey makes public its plan for a dissolution of the corporation to take place about December 1.

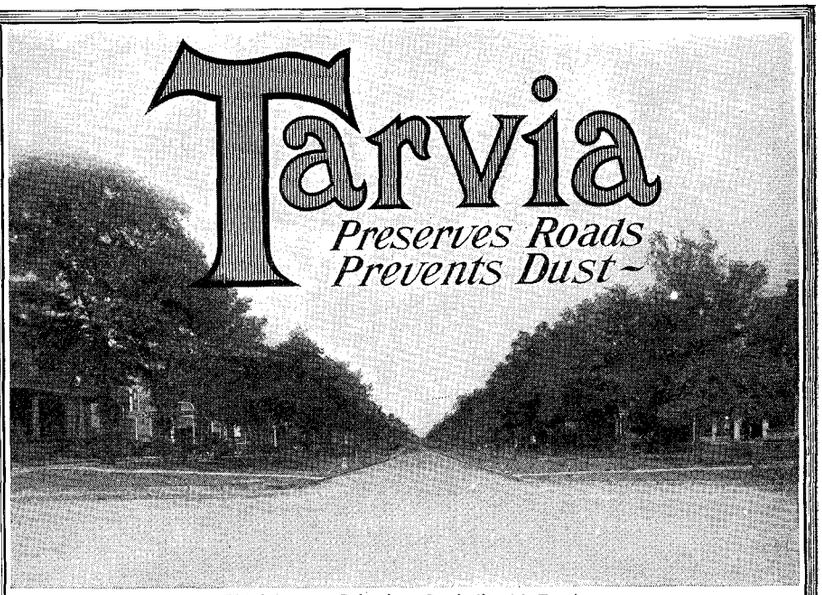
Upton Sinclair and nine other members of the Arden, Del., socialistic colony are convicted of violation of the Sunday Blue Laws and sentenced to a term in jail.

The Chief Difference.—Mayor Dahlman, of Omaha, was talking about the high rate for electric lighting charged in a neighboring city.

"A boy from that city," he said, "was asked by his teacher:

"'What, if any, is the difference between lightning and electricity?'

"Please, ma'am," said the boy, 'lightning is free.'"—*Washington Star.*



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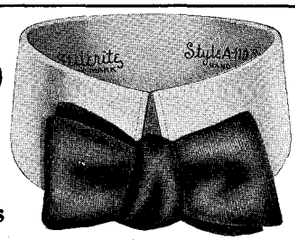

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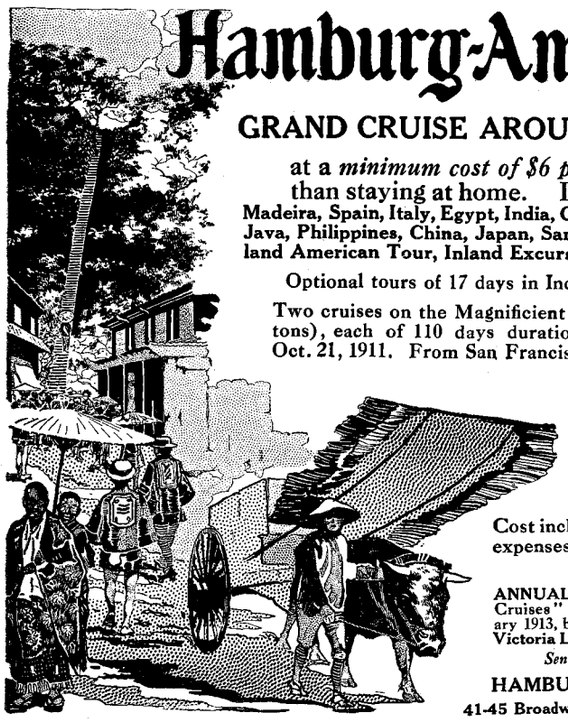

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"H. W.," Grantville, Ga.—"Kindly state whether the grammatical construction of the following sentence is correct: 'The German Empire, to which Charles V., the grandson of Ferdinand and Isabella, succeeded Maximilian about the time that Luther had stirred all Europe with his theses, was the only remaining part of this ancient kingdom, at the beginning of the sixteenth century.'"

This construction is faulty in the following arrangement of words: "The German Empire, to which Charles V. . . . succeeded Maximilian." Such an arrangement causes the verb *succeeded* to be both transitive and intransitive at the same time ("succeeded Maximilian," transitive; "to which Charles V. . . . succeeded," intransitive). Either of the following constructions would correct this error: "The German Empire, *to the throne of which* Charles V. . . . succeeded Maxmilian. . . ." (transitive). 'The German Empire, to which Charles V. . . . succeeded, *following* Maximilian . . ." (intransitive).

"A. H.," Gravelford, Ore.—(1) "Are the auxiliaries *should* and *would* correctly used in the following sentence: 'I should think he would be a great success'? (2) Is the use of the past infinitive correct in the sentence, 'It was his intention *to have dedicated* it to Prince Henry'?"

(1) The auxiliaries are correctly used in the first sentence. The STANDARD DICTIONARY (p. 1659, col. 1) gives the rule, "As the imperfect of *shall* the distinction in usage between *should* and *would* is the same as that between *shall* and *will*."

(2) The past infinitive, in constructions of this kind, expresses time that is antecedent to the time of the principal verb; as, "I am glad to have met you." In the sentence submitted, the present infinitive should be used, as the act of dedication is thought of as being contemporary with the intention, not prior to it. The sentence should read, "It was his intention *to dedicate* it to Prince Henry."

"E. F. S.," Brooklyn, N. Y.—"Kindly explain why the definitions of 'Sunday' and 'Sabbath' are at variance. *Sunday* is described as the 'first day of the week,' whereas the *Sabbath* is defined as the seventh day of the week, and also as the first day or Sunday."

A review of the facts in the history of these two words will explain their relationship. The Sabbath, the seventh day of the week, was observed as a day for cessation of labor by the Jews and the early Christians alike. At that time there arose a custom among the Christians, particularly religious in its nature, of assembling on the first day of the week in commemoration of the Lord's resurrection, and for a time both days were observed by them, altho for very distinct reasons. At a later period, as the ideal Sabbath became associated with the Lord's day (Sunday), the Jewish Sabbath was not observed by the Christians, and the significance of the word as representing the seventh day of the week was no longer regarded. It has thus become synonymous with Sunday, the first day of the week. The distinctions may be easily understood if these facts are borne in mind.

An Average.—A Western Representative in Congress was talking one day of his record while in that body. "I'm not ashamed of it," said he. "I think I've done very well, on the whole. When I reflect upon it, I am reminded of an epitaph that I once saw in an old burying-ground, in a country town of my State.

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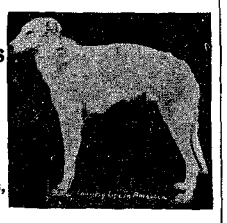

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